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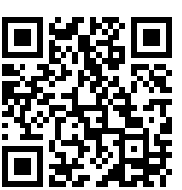

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A CENTURY OF SEA TRADING

1824–1924

THE GENERAL STEAM NAVIGATION COMPANY, LIMITED

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A CENTURY OF SEA TRADING

1824-1924

THE GENERAL STEAM NAVIGATION COMPANY LIMITED

by

L Cope Cornford

Illustrated by

W L Wyllie R A

&

J Spurling

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London 1924

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PREFACE

By the RIGHT HON. VISCOUNT INCHCAPE,
G.C.S.I., G.C.M.G., K.C.I.E.

The record here presented is one of which the British Shipping Industry as a whole may be not a little proud. In the hundred and odd years which have elapsed since men began in a practical way to apply steam power to the propulsion of ships, many shipping corporations have come and many have gone. That the General Steam Navigation Company has survived and grown throughout a century, with all a century's startling and sometimes violent fluctuations of fortune, is believed to be an achievement unique in the annals of ocean-trading steamship corporations.

The time has long since gone by when to set out in one of the lately devised steam-driven ships for a voyage to the North Foreland and back was to embark upon a novel and exciting adventure, although such a journey is still regarded as a pleasant experience. The

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rapid expansion of the General Steam Navigation Company's range of action from river and coastal services to a routine which, in all but the earlier months of its history, has constantly linked up the United Kingdom with the major and some of the lesser ports of Northern and Southern Europe, was and continues to be no small aid to the supremacy which British shipping yet holds in the world's arena.

The story so ably and entertainingly traced by Mr. Cope Cornford is eloquent of the genius of our people for sea affairs. It is an important contribution to the effort made in recent years to bring home to the inhabitants of this realm a sense of the vital part that British shipping and British foreign trade have in the survival of every individual citizen, and a conception of our ever more urgent need to convey abroad, and sell, the products of our industries in exchange for the food of which we are able to win but a minor proportion from our own island soil.

INCHCAPE.

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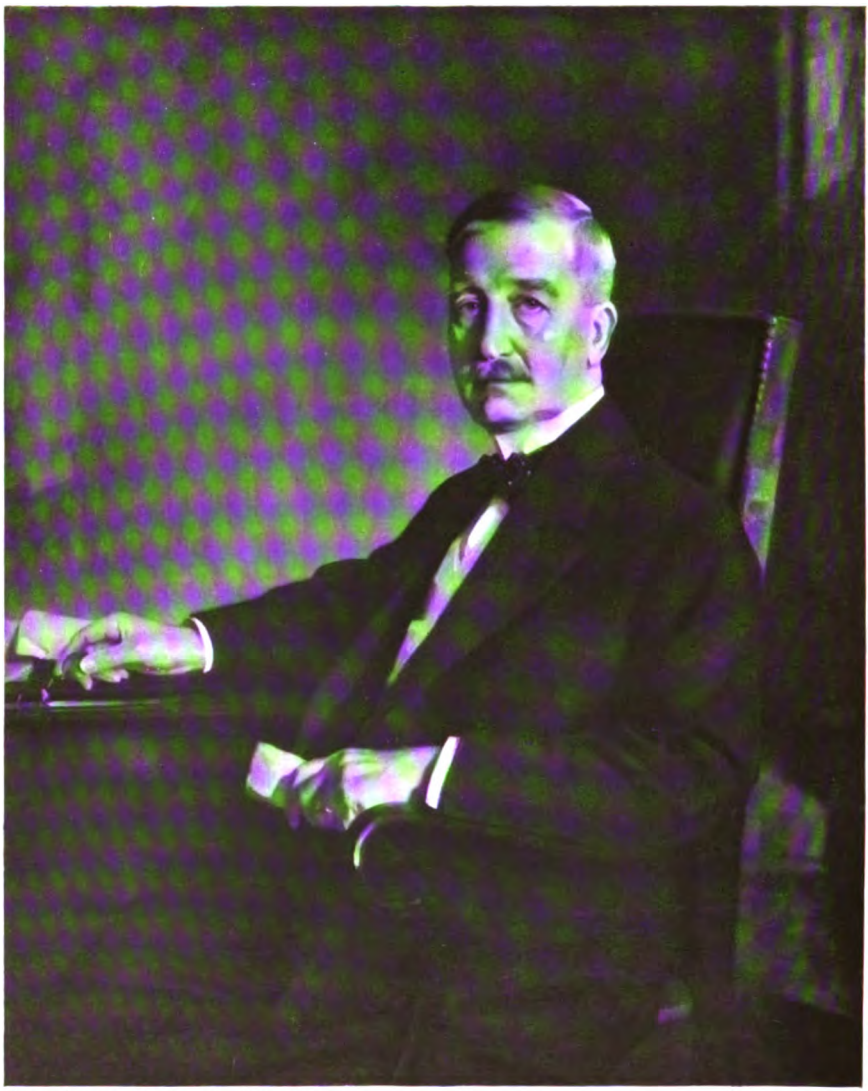

From the portrait painted by J. B. Anderson.

RICHARD WHITE, ESQ.
Chairman of the Company, 1924.

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A CENTURY OF SEA TRADING

THE FORMATION OF THE COMPANY

THE origin of the General Steam Navigation Company is found in a little group of men who, in the year 1820, owned a number of small steam packets trading from London to Margate, and who eventually agreed to form a company for the purpose of developing steam navigation.

At that time, the construction of a steamship was a daring experiment and a scientific curiosity. Numbers of learned and sagacious persons were profoundly convinced that no good could come of the steamship. All good sailors hated steam, or "bought wind" as they called it, to distinguish the new artificial force from the "unbought wind" supplied by Nature; concerning which they omitted to mention that Nature sometimes supplied a deal too much, and sometimes little or none, without the slightest consideration for poor sailormen. The men who put money into steam had courage.

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At a meeting held on the 11th June, 1824, at a house on the Custom House Quay, belonging to Mr. William John Hall, it was decided to turn the existing Company into a Joint-Stock Company, to be called the General Steam Navigation Company, Limited. Mr. Hall was a shipowner, whose vessels traded between London and Hull. Associated with Mr. Hall was Mr. Thomas Brockelbank, a wealthy timber merchant. Mr. Brockelbank owned a steamship, the Eagle, plying between London and Margate. He started the enterprise as a speculation, and encouraged by its success, he joined Mr. Hall in the project of forming the new Company. It would appear that Mr. Hall and Mr. Brockelbank initiated the affair. Associated with them in the formation of the new Company were W. J. Jolliffe, Edward Banks, Michael Shepley, John Jones, W. J. de Buck, Matthias Attwood, Thomas Hamlet, James Lett and J. H. Deacon. These gentlemen signed a declaration recommending "the immediate establishment of a Joint-Stock Company for navigating by steam." The enterprise was described in the imposing language of the time, as "profitable to those engaged in it by affording them the means of establishing between the United Kingdom of

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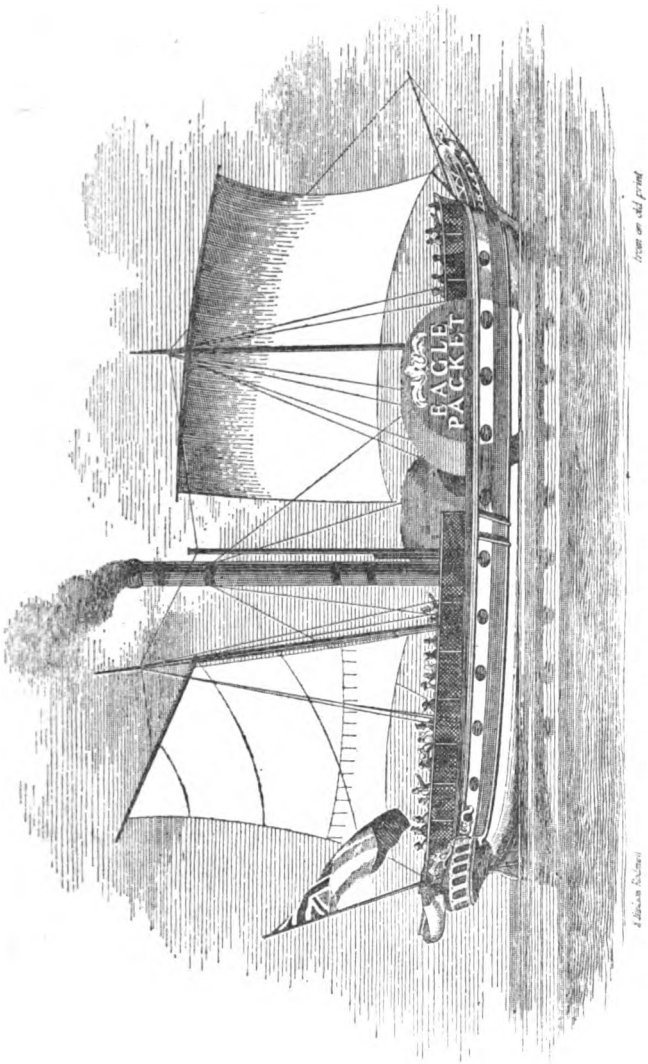

THE FIRST EAGLE (G.S.N.CO., 1824).

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Great Britain and such places as may be deemed advisable a certain expeditious intercourse for the conveyance of passengers and merchandise, which the combined powers of capital and steam placed at their disposal will enable them under judicious management to accomplish."

A further meeting was convened for the 21st June; at which "it was unanimously resolved that a Company be formed for enlarging the present limited operations of steam navigation to the widest extent to which it can be accomplished with a fair prospect of success." It was decided that the capital of the Company should consist of £2,000,000 sterling, to be divided into 20,000 shares of £100 each, with an immediate call of £2 10s. 0d. per share. "Advertisements informing the public of the formation of the Company to be inserted in *The Times*, *Morning Herald*, *Chronicle*, *Post*, and other London papers, the *Bristol Journal*, *Hull Advertiser*, *Liverpool Advertiser*, and the *Glasgow Courier*." Such were the journals of the time, some of which have survived, and some have not.

At a meeting held on the 29th June, the prospectus of the new Company was framed. Among the countries with which the Company's vessels

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From silhouettes in the possession of the G.S.N.C.

A Director, 1828.

A Director, 1828.

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were to trade, were India, North and South America, Portugal, Spain, France, Holland and Russia. The Company, however, eventually limited their scope to the Home Trade, as it is still called, signifying the ports lying between Hamburg and Brest, the area assigned to the Home Fleet during the Napoleonic wars. Subsequently, the Company traded to the Mediterranean. It was also magnanimously proposed "to station steam vessels at those points on the British coast where most needed for the purpose of towing and assisting such vessels as may be detained by contrary winds or otherwise."

In the prospectus, issued in September, 1824, the public were assured that "the national benefits resulting from the power of steam, are so universally acknowledged, that it appears unnecessary to dwell upon its many advantages." The Directors, however, proceeded to describe the chief advantages, in these majestic terms: "Ships are enabled to enter and quit Harbours regardless of winds or tides, and it affords the most flattering prospects of connecting the remotest parts of the Globe by a more safe and rapid communication." All of which has been abundantly justified by events. But the first

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Directors were experimenting; and a very shrewd, solid, resolute set of men they were.

The first Board of Directors consisted of Matthias Attwood, Sir Edward Banks, William Bell, Thomas Starling Benson, Thomas Brockelbank, James Henry Deacon, W. John de Buck, William Castell Damant, Thomas Hamlet, William John Hall, Hylton Jolliffe, William John Jolliffe, John Jones, Lieutenant-Colonel Landmann, R.E., Henry Mylius, Charles Pearson, jr., Michael Shepley, and John Wilkin.

These names include all the eleven signatures of the original declaration of the 11th June, excepting James Lett, who became one of the auditors. The new names are Bell, Benson, Damant, Hylton Jolliffe, Landmann, Mylius, Pearson and Wilkin.

The Trustees were Matthias P. Lucas, William Thompson, and John Peter Robinson. Lucas was an Alderman, Thompson was an Alderman and a member of Parliament. The auditors were Captain James Duberley, James Lett, and Jacob George Wrench. The bankers were Spooner, Attwoods and Co.; the solicitors, Tilson and Preston.

The offices of the Company were established at 24 Crutched Friars, in October, 1824.

In October, 1824, then, behold the General

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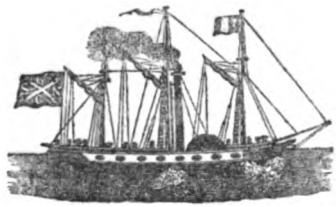

The Public are respectfully informed, that the undermentioned

FIRST CLASS AND POWERFUL

STEAM PACKETS

Start for the following Ports, & usually perform the passages in the times stated, every month,

From off the Custom-house or Tower,

LONDON.

LISBON & GIBRALTAR, *The George the Fourth*, 760 tons, and 150 horse-power, P. Black, Commander, and *The Duke of York*, 760 tons, and 150 horse power, J. Mowle, Commander, touching at Vigo and Oporto, and for the convenience of those Passengers who cannot embark at Deptford, the vessel will call off Brighton, and at Portsmouth, on three days notice being given at the Office. Fares, including provisions and attendance, from London to Gibraltar, Chief Cabin £31. 10s. Fore Cabin £26.—From London to Lisbon, Oporto, or Vigo, Chief Cabin £23. Fore Cabin £20. Carriages, horses, and merchandize, by agreement.

BOULOGNE, in fifteen hours, *The Rapid*, Captain Jennings, every Tuesday and Friday, returning every Sunday and Wednesday.—Chief Cabin 27s. Fore Cabin 26s. Carriages, four wheels £4. 10s. two wheels £3. horses £4. and dogs 5s. each.

CALAIS, in twelve hours, *The Atwood*, Captain Stranack, and *The Lord Melville*, Captain Middleton, every Monday, Wednesday, Thursday, and Saturday.—Chief Cabin 33s. Fore Cabin 22s. 6d. Four-wheel carriages £4. 4s. two-wheel ditto £2. 2s. horses £3. 3s. and dogs 5s. each.

OSTEND, in sixteen hours, *The Earl of Liverpool*, Captain Peake, and *Mountaineer*, Captain Mate, every Wednesday and Saturday.—Chief Cabin 40s. Fore Cabin 30s. Four wheel carriages £4. 4s. two wheel ditto £2. 2s. horses £4. 4s. and dogs 5s. each.

ROTTERDAM, in twenty-six hours, *The Belfast*, Captain Roberts, every Saturday morning at nine o'clock, returning every Tuesday at ten.—Chief Cabin £2. 10s. Fore Cabin £1. 15s. Horses £5. 5s. dogs 10s. carriages £5. 5s. chariots £3. 5s. gigs £3. 3s. Freight on merchandize by agreement. N. B. On the arrival of the packet at Rotterdam, a Diligence is in readiness to convey the passengers to the Hague.

HAMBURG, in fifty-four hours, *The Sir Edward Banks*, Captain Howlett, and *The Hylton Jolliffe*, Captain Mowll, every Saturday morning at seven precisely, and starts from Hamburg every Saturday early in the morning.—Chief Cabin £9. Fore Cabin £7. Four wheel carriages £10. two wheel ditto £5. 5s. Horses £5. 5s. dogs £1. each. Freight on merchandize by agreement.

FROM BRIGHTON PIER.

TO DIEPPE, in eight hours, *The Eclipse*, Captain Cheeseman, *The Talbot*, Captain Norwood, and the Brighton Company's Packet, *Quentin Durward*, every Monday, Tuesday, Wednesday, Thursday and Friday.—Chief Cabin 40s. Fore Cabin 30s. Carriages £1. 1s. per wheel. Horses £3. 3s. and dogs 5s. each.——Should the weather render it inconvenient for the Passengers to embark at Brighton Pier, the Packet will start from Newhaven, & timely notice thereof will be given by the Agent at Brighton.

FROM LONDON TO MARGATE AND RAMSGATE, *The Harlequin*, Captain Corbin, *City of London*, Captain Martin, *Columbine*, Captain Grant, and *The Royal Sovereign*, Capt. Major. For MARGATE, every morning at nine o'clock, (Sunday excepted), and to RAMSGATE every Wednesday and Saturday mornings at eight o'clock.

Season Tickets £3. 3s. with the privilege of the *Ramsgate* or *Margate Packets*, may be had of the Captains on board.—Chief Cabin 12s. Fore Cabin 10s. Children under twelve years, and servants attending families, 6s. each.

REFRESHMENTS MAY BE HAD ON BOARD.

ALL THE PACKETS HAVE ELEGANT STATE CABINS FOR THE LADIES, AND FEMALE ATTENDANTS.

Carriages, horses, and baggage belonging to passengers, to and from foreign Ports, shipped and landed free of expence at Custom-house Quay, London.

No merchandize can be taken by the Packets to and from foreign Ports without special agreement.

Information may be had at the CUSTOM-HOUSE QUAY; and at

The General Steam Navigation Company's Offices,

55, Haymarket; Gilbert-street, two doors from Oxford-street; and 24, Crutched-friars.

1826

CHARLES BESSELL, Secretary.

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Steam Navigation Company fairly launched. If not the oldest, it is among the oldest steamship companies in existence, and it is certainly the oldest company to conduct an ocean-going steamship service.

The Clyde Shipping Company Limited, of Glasgow, claims to be the oldest steamship company in the world. I am, however, unable to discover any conclusive evidence that the Company were in existence before the year 1819. Moreover, the Clyde Shipping Company's vessels of this time were designed for river voyages alone; whereas the first steamships of the General Steam Navigation Company were ocean-going ships. As already observed, it may be safely affirmed that the General Steam Navigation Company were the first company to conduct a sea-going steamship service, and therefore in that respect they are the oldest steamship company extant.

The first act of the General Steam Navigation Company was to purchase two steam packets, the Lord Melville and the Earl of Liverpool. They ordered three steamships to be built of 240 tons burden and equipped with two engines of 40 h.p., as passenger vessels to ply between Brighton and Dieppe, between London and Yarmouth and

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between London and Ostend, respectively. The Directors declined to sell either the Lord Melville or the Earl of Liverpool to H.M. Government.

The first half-yearly meeting of the shareholders was held at the City of London Tavern on 11th August, 1825; when it was announced that the Company now possessed fifteen steamships, and would pay a dividend of 16 per cent. per annum.

The Chairman of the Board of Directors, Mr. Hylton Jolliffe, described the extraordinary difficulties encountered by the Company. In order to understand in what these troubles consisted, it is necessary to survey the events of the time.

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EIGHTEEN-TWENTY-FOUR

I

In the year 1824, England for nine years had been suffering under precisely the same evils as those from which she has suffered during the six years from 1918 to 1924: heavy debt, high taxation, excessive prices, a depreciated currency, much unemployment, the failure of foreign markets, dangerous discontent and the threat of revolution. The plain, kindly old gentleman, King George Third, had passed away in 1820; and George Fourth, a dissipated person, had proceeded from the Regency to the sovereignty of England. The real ruler was that sagacious Prime Minister, Lord Liverpool.

In January, 1824, the infant Princess Alexandrina Victoria was four years old; and Lord Byron died at Missolonghi, fighting for freedom on the side of the Greeks against the domination of the Turks. A little war, in which the English were not doing very well, was waging in Ashantee. Another little war was waging in Burmah, where

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the English took the town of Rangoon. On the Continent, there was trouble with Russia, with Turkey, with Spain; and H.M. Government, as usual, was endeavouring to compose the inveterate quarrels of the European Powers.

In order to understand the condition of England, it is necessary to recall the period of thirty years or so, preceding the battle of Waterloo, won in 1815. It was during the last years of the eighteenth century and the first years of the nineteenth century that England was changed from an agricultural, self-supporting country, to a manufacturing nation, unable to feed itself. A great proportion of its rapidly increasing population were huddled in the huge, squalid towns of the black north, whose men, women and children slaved in factory and mine. Coal and iron, in close contiguity to each other, had been discovered. The motive power of steam was being applied to manufacturing machinery. Ingenious mechanical inventions were replacing hand-labour. Immense numbers of poor people drifted from the land into the towns, where they increased and multiplied with an extraordinary fecundity.

It was nobody's business to ensure that the balance was maintained between the number of

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persons producing food from the land, and the number of persons working in mines and factories, who could not produce their own food and who must therefore depend for their food upon the land-workers. The inevitable result was scarcity of food, and the result of the scarcity of food was to increase the price of food. At the same time, the intense competition for employment among the increasing population of the townsmen, resulted in low wages. While the new industries brought wealth to the few, they brought poverty to the many.

And at the same time, the French Revolution showed to the poor and to the oppressed one way to end their troubles. The opportunity for stirring up strife was promptly seized by the men, never lacking on these occasions, who delight in that occupation. There were Henry Hunt—"Orator Hunt"—Francis Place the rich tailor, William Cobbett, and Samuel Bamford, besides the ordinary criminal conspirators, such as Thistlewood and Brandreth and the Cato Street gang.

During the French wars, British exports had increased by nearly 300 per cent.; mainly in the articles of cotton, iron manufactures and wool. After the peace of 1815, as after the peace of 1918,

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A Director, 1828.

The Chairman, 1824.

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foreign customers were too poor to buy English goods. Many thousands of workmen, many thousands of disbanded sailors and soldiers, could get no work. In 1816, wheat was 103s. a quarter. A loaf cost eighteenpence. Taught by their self-chosen leaders, the people pathetically imagined that an extension of their political privileges would cure their troubles; and they demanded Liberty and Fraternity, Equal Representation or Death, Annual Parliaments, No Corn Laws, and Election by Ballot. The difference between a political system and good administration, was not understood then; nor is it understood now.

Ere a single one of their demands had been conceded, the people found their condition improving. Some of their leaders had been sent to prison, and some had been hanged. By 1821, the currency was restored and payments were once more made in cash. Employment was increasing. Wages were higher. The price of corn had fallen to 48s. a quarter, and the price of bread had fallen with it. By 1823, debt and taxation had been reduced. William Huskisson, President of the Board of Trade, reduced the import duties on sugar, cottons, woollens, iron, linens, silks, paper, glass, wine and coffee purchased from foreigners, a further reduc-

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tion being granted upon the same articles purchased from British Colonies. The export of machinery and the emigration of skilled workers were permitted. The Navigation Acts, under which no goods of any kind might be imported into British dominions from Asia, Africa, America, Russia and Turkey, and only a few goods from other countries, except either in British ships, or in the ships of the country in which the goods were produced, were greatly modified by the treaties concluded under the Reciprocity of Duties Act.

Under these treaties, ships of foreign nations were admitted to British ports on the same terms as British ships, always provided that British ships were admitted by the foreign nations in question to the ports of those nations.

The effect of these measures was to increase trade and to make goods more plentiful, and therefore cheaper. In 1824, prosperity was definitely reviving.

In the same year, was passed an Act of the greatest moment to industry, alike to masters and men. The Acts of 1799 and 1800, which forbade the formation of Unions or combinations of either employers or employed, were repealed. Earlier laws, codified in the Acts of 1799 and 1800, had declared Trade Unions to be illegal,

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and had ordained that men who joined together to refuse to work, should be indicted for conspiracy. These restrictions, however, did not prevent either the formation of Trade Unions or the occurrence of strikes. In passing the Acts of 1799 and 1800, the Government, roused by constant turbulence and attempts at revolution, determined to make the law effective, and in order to be quite fair, they made it binding upon masters as well as upon men.

The Government of 1824 reconsidered the whole matter, and decided to repeal the laws controlling combinations of both employers or workmen, together with the laws restricting the free movement of workmen.

The workmen considered the repeal to be, not only an admission of what they called the right to strike but, an encouragement to attack their masters; and accordingly strikes were called all over the country; employers were violently assailed; and some were murdered.

These were some of the difficulties to which the Chairman of the Board of Directors referred at the first meeting of the shareholders of the General Steam Navigation Company.

In 1825, the Government passed another Act,

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strictly confining the operations of Trade Unions and other combinations to dealing with questions of wages.

In 1825, moreover, returning prosperity was suddenly checked by a financial panic, from whose effects the General Steam Navigation Company perhaps could not wholly escape. The new Republics of South America, liberated from Spanish rule, offered enormous interest on loans, and a number of fallacious companies were formed to develop the mines and other resources of South America. Reckless speculation, as usual, brought disaster. There was a run on the banks; eighty local banks stopped payment; and the Bank of England itself barely managed to withstand the strain. Wages fell; many men were put out of work; there were riots and the breaking of machinery; and renewed clamour to repeal the Corn Laws.

In these circumstances, it would appear that the payment of a dividend of 16 per cent. by the Directors of the General Steam Navigation Company was a highly creditable achievement; and that the discontent expressed by some of the shareholders when the next dividend actually amounted to some 10 per cent., was really rather an unreasonable complaint on their part.

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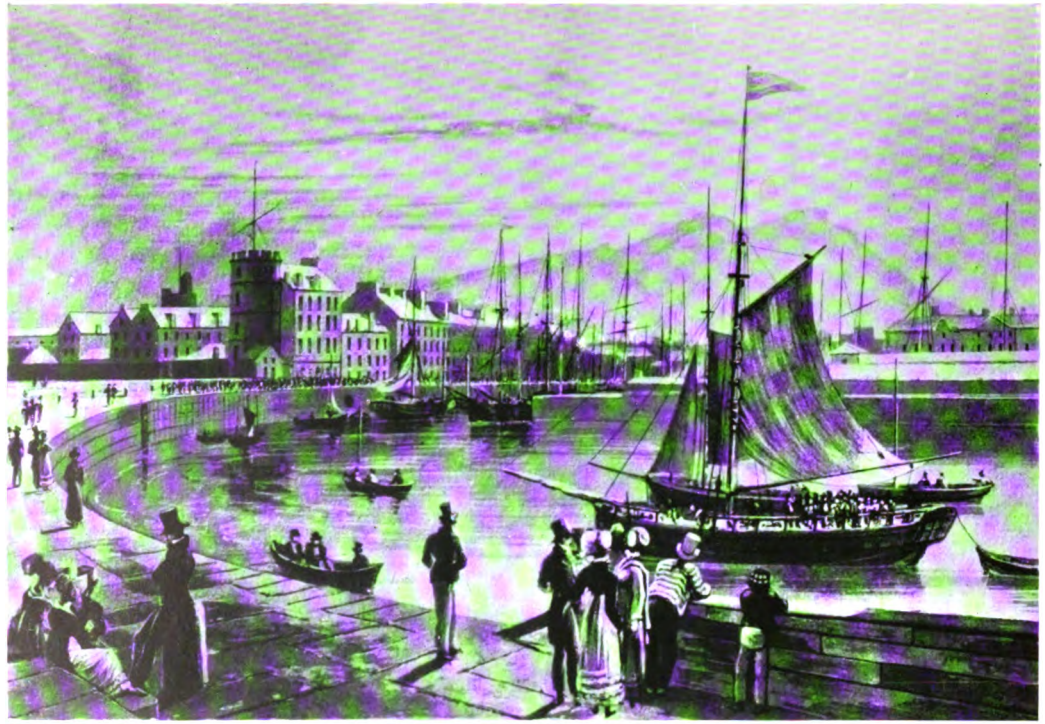

From an old print.

Arrival of the London Packet in Leith Harbour, 1822.

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II

AMONG the difficulties with which the Company must contend, were what the Chairman described as prejudices at home and jealousies abroad. At that time, London River was full-charged with both prejudices and jealousies. The coming of the steamships was disliked by sailors, and was profoundly resented by the watermen, lightermen and bargemen. At that time, the steamships were mainly employed in conveying passengers up and down the river, a business hitherto conducted by the watermen, who protested against being deprived of their livelihood, and having their wherries swamped. The lightermen were aggrieved because the wash of the steamships caused their boats to knock holes in one another and sink. The alarming disturbance of the water by the steamships prevented the bargemen from taking full cargoes lest their craft should capsize; and washed away the soft sand of the river bottom, so that vessels left high and dry by the tide sat down on a hard bed, to the damage of their hulls.

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In 1824, steam packets were plying between London and Margate and Ramsgate. The Company purchased two of these vessels, Royal Sovereign and City of London. The voyage to and from Gravesend in a steamship became a most popular diversion. Complaints were made that rival vessels raced one another, and no doubt but they did.

The watermen of Gravesend, it is recorded, claimed the right of carrying passengers up and down what was called the Long Ferry, the stretch of river from Gravesend to London, under a Royal Grant of the year 1401. In order to avoid infringement of the watermen's privilege, passengers are said to have landed and embarked at Thomas Woodgate's landing-place at Milton, which is just above Gravesend, and at Wapping, which is below London. But when the steamships came, they ran right over the watermen's privileges; whereupon the watermen, always a proud and a turbulent society, made war upon the steamships.

The watermen and lightermen used to pull their boats right across the bows of steamships, and then lie on their oars. When they were cut down, as they frequently were, they accused the steamship companies of running them down on purpose. It

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was put in evidence before the Select Committee of 1831, that a lighterman lashed two barges stem to stern and placed them across the fairway in the path of an approaching steamship; and that a wrathful bargeman, his craft under sail, steered straight into a steamship uttering the strange cry, "I will make your wheel clatter!" It was stated that the bargeman's desperate attack actually endangered the lives of 364 passengers.

The control of the river was vested in the Corporation of the City of London, which was extremely jealous of its rights of conservancy, conferred upon it by King William the Conqueror. The Select Committee, enquiring as to what control was actually exercised by the Corporation, were plainly informed by the solicitor to the Corporation that the first complaints against steamships were lodged in 1823 (the year preceding the year in which the General Steam Navigation Company was incorporated); that the City Conservators had then informed the steamship companies that they must comply with the Conservators' orders; that, three years later, in 1826, the Conservators made a rule that steamships were not to exceed a speed of three knots with the tide and four knots against it; that the rule was never enforced; that the by-law

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of the Watermen's Company limiting the speed of the watermen's boat to five miles an hour, did not apply to craft which did not belong to the Watermen's Company; and that (in a word) the Corporation had done nothing at all. And the Select Committee proceeded to do the same.

In 1824, the docks of London River were the West India, the East India, the City Canal, the London Dock, the Howland Great Wet Dock, the Grand Surrey Basin, the Commercial Dock and the East Country Dock. Except the Howland Great Wet Dock, all these had been constructed since the beginning of the century. But their accommodation did not suffice for the steadily increasing trade of the Port of London. The river was always crowded with ships, many of which discharged their cargo into lighters, as indeed some ships discharge their cargo to this day.

The riverside quays had not then, and have not now, the requisite accommodation for ships. Before the docks were built, the quays were the only places at which vessels could discharge their cargo directly on shore. They were of two kinds: legal quays and sufferance quays. The legal quays were established by Queen Elizabeth under a statute of the year 1558, in which it was ordained

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From an old print.

Sampling wine at Brewer's Quay Chester's Quay and Galley Quay.
The wine was brought in Genoese galleys.

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that all goods, except fish, were to be discharged and loaded during daylight, upon the quays appointed by her Majesty, and nowhere else. The quays appointed by the Queen's Commission lay on the north side of the river, between London Bridge and the Tower. In later years, additional quays were established on the south side, where privileges were limited, and because, being liable to withdrawal, these were enjoyed on sufferance, the quays were called sufferance wharves. Brewer's Quay, now owned by the General Steam Navigation Company, was one of the legal quays. The legal quays speedily became a monopoly, extremely valuable to its owners, who strenuously opposed the construction of the docks; and some of whom were eventually bought out by the new dock companies.

In 1824, and until within living memory, the river was crowded with the collier brigs bringing coal from the Tyne. Their sturdy masters and men sailed all down the east coast, where, in every gale, some were wrecked. When the colliers reached the Thames, they tacked or backed-and-filled all the way up the Thames, as far as the Upper Pool, where they discharged their coal into lighters. The grandfathers of the present generation were used to admire the beautiful fleet of brigs

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mirrored in the bright river, their white sails, furled or hanging loose, touched with the calm radiance of the London sunlight.

All up and down the river plied sailing ships of every rig and size, from the stately twelve-hundred-ton vessels of the Honourable East India Company to the homely sailing barge. Into that gallant company bustled the new steamships, belching smoke from their tall funnels, thrashing the water with their huge paddle-wheels, and leaving a devastating wash in their passage.

In 1824, work was begun on London Bridge, to be completed in 1831. The National Gallery was opened. The magnificent library of King George Third was bestowed upon the British Museum. Hyde Park was being laid out. James Mill founded his *Westminster Review*, for the purpose of expounding the doctrines of Jeremy Bentham. In the following year (1825), Lord Brougham founded the Society for the Diffusion of Useful Knowledge, which was renamed by that admirable seeker after truth, Thomas Love Peacock, the Steam-Intellect Society. William Cobbett was publishing his weekly paper, the *Political Register*, which Lord Stowell, the great jurist, said he always read in order "to know how the country was going

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on." According to Cobbett, the country was going on very badly indeed.

The Government of 1824, like the Government of 1924, found it necessary to relieve the shocking over-population of the great towns by giving grants in aid of emigration. Five thousand colonists were settled in Cape Colony at Port Elizabeth, and in 1824 another colony was founded at Port Natal (now Durban). Many men were going to Canada.

In the ships of that time, the emigrants endured extraordinary misery. Packed together in dark cabins, stifled by foul air, battened down for days in rough weather, when the lower decks, being often awash, became a floating sewer, afflicted by sea-sickness, their sufferings prolonged by contrary winds, obliged perpetually to attend to the wants of ill and helpless children, fed on hard fare, deprived of a sufficiency of water: the state of the steerage passengers in sailing ships was pitiable indeed.

The coming of the steamships was to bring better things. As they did not depend wholly on the wind, the duration of their passages, within certain limits, was fixed. As they were competing with the sailing ships, they must provide better accommodation than their rivals furnished.

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The improvement was gradual but steady. From the first, the General Steam Navigation Company took care to ensure the safety of their passengers. The Company were, in fact, the first among steamship owners to show what might be done to make travelling by sea tolerable and even pleasurable to landsmen, instead of treating passengers as so much live cargo. And by 1824, the time was opportune for the short-sea traders; for, after the Napoleonic wars, English people had renewed their habit of travelling on the Continent.

In 1824, the whole country was suffering immense loss and the most poignant inconvenience by reason of the lack of sufficient and speedy transport, both by land and sea. The manufacturers in the dense black towns of the north, producing large quantities of goods, were unable rapidly to distribute them; nor could their wretched workpeople get enough food. English land could not feed them; and supplies were slow in coming from abroad. Upon the new macadamised main roads, horses tugged and sweated at ponderous waggons; and alongside the new canals, constructed to supplement the roads, horses strove against the collar, towing heavier barges. Horses were driven and ridden to death in the stage-

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coaches and post-chaises carrying passengers. And all the horses on all the roads and on all the canals could not shift enough goods and enough food. Machinery was starving the people. Machinery must be made to feed them.

The marine engine and the locomotive engine were invented about the same time; but steamships were voyaging before trains began, because the steamships used the old, open road of the sea, whereas a train must run on iron rails; and before the rails were laid down, the land on which to lay them must be purchased, and the railroad built by thousands of navvies, toiling and tunnelling with pick and shovel and wheelbarrow, like mites in a cheese.

The first railway, connecting Stockton and Darlington, was opened in 1825, when the General Steam Navigation Company had been conducting steamship services for a year, and when for ten years steam packets had been upsetting watermen on the Thames. In 1826, the Monkland Railway in Scotland was opened. Not until 1830 was the Liverpool-Manchester Railway completed. The first railway engineers made their own surveys of the land upon which the railroad was to be built; for in 1824, there was no accurate map of the United

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Kingdom. The complete survey of the country had been authorised by the Government, and the Great Triangulation, as it is called, had been begun in 1784. In 1824, the Duke of Wellington ordered the formation for purposes of survey of the 13th, 14th and 16th companies of the Royal Engineers. The survey was not completed until 1852.

The General Steam Navigation Company, in establishing a regular supply and transport service, carrying merchandise to and from foreign ports, and bringing food into the country, performed an invaluable public service; and the Company were indeed the pioneers of that great steamship service of the Mercantile Marine upon which England depends for her daily bread to-day.

In 1824, the Company owned the steam packets Earl of Liverpool and Lord Melville. In 1825, they owned twenty-two steamships.

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STEAM AND SAIL

I

In 1825, the Company arranged to conduct a steamship service between Brighton and Havre and Dieppe, embarking and disembarking passengers at the Chain Pier, Brighton, which had been ingeniously constructed on the suspension principle two years previously. In later years, the old Chain Pier was usually deserted, save for the unobtrusive presence of affectionate couples, happy in its sea-washed solitude. The stone-flagged, melancholy Chain Pier was wrecked by a heavy gale blowing up suddenly from the south-east, on the night of the 4th December, 1896. It survives in a beautiful etching done by Mr. W. L. Wyllie, R.A., who made his sketch standing on the beach in a storm, holding his drawing-board slanted against the spray.

In the same year, services were conducted from London to Dunkirk, Hamburg, Ostend and Calais, and from Portsmouth to Havre.

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At that time, the Company, in accordance with the Navigation Laws, employed none save British seamen. In the Company's minutes it is recorded that, before the Superb, purchased in 1825, was admitted to be registered at the Custom House, the Company must declare on oath that "no foreigner, directly or indirectly, has any share or part interest in the said ship or vessel." William Huskisson, President of the Board of Trade, who altered the old Navigation Laws to suit new conditions, did not forget that the first duty of a statesman is to ensure British interests.

The watermen went further, considering that the aliens disembarked by the Company were their natural prey; and the Company appealed to the Thames police "to preserve order."

By this time the Company were conducting a service from London to Margate, in competition with the Margate Steam Packet Company. The Thames voyage became immensely popular, so that for several years the annual number of passengers exceeded a million, and in one year the ships of the various companies carried a million and a quarter. Hitherto, the Company's services had been passenger services; and they applied to H.M. Government for permission to carry merchandise.

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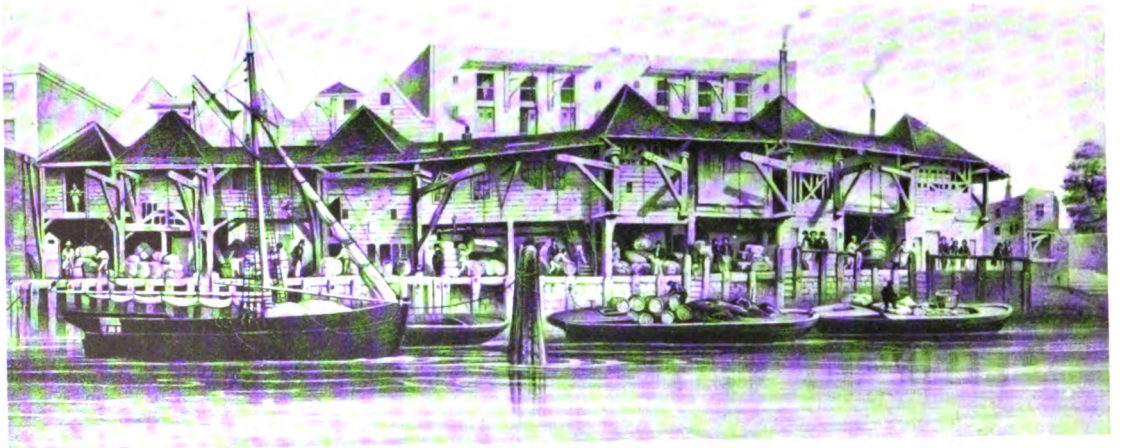

From an old print.

Brewer's Quay Chester's Quay and Galley Quay, 1841.

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In the same year, 1825, the Company established the service of vessels bringing live cattle from the Continent to London, which continued until 1891-92, when the traffic was prohibited. The importation of live sheep practically ceased in 1884. The carcases of sheep are now brought over, hung on hooks in insulated holds.

The piece of land adjoining Deptford Creek, then and since called The Stowage, was purchased by the Company. Here they established their shipbuilding and repairing works.

In the year 1825, then, behold the Company fairly launched upon its bold enterprise; contending with the prejudices of sailors, the hostilities of the watermen, and without a wharf of their own. Their steamships then, and for long afterwards, used sails as well as steam. They were fitted with side paddles and with a funnel nearly as tall as the mainmast.

The General Steam Navigation Company traded with the Continent. Other steamship owners were attempting ocean voyages. In 1825, the Falcon, 176 tons, fitted with auxiliary steam-power, went to Calcutta; and the Enterprise, 470 tons, made the same voyage, using steam for 103 days out of 113 days.

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The age of steam had begun. The days of the sailing ships were already numbered. And by a melancholy coincidence, during the next fifty years, while the tremendous potencies of the marine engine were being gradually developed, the sailing ship attained the perfection of speed and beauty. Commanded and manned by the finest seamen in the world, the English full-rigged ships, the noblest work of man's design, sailed one by one over the far sea-line and vanished out of sight, to drop their anchors at last in Port of Heaven.

One of the steamships acquired by the General Steam Navigation Company (in 1836) was the City of Edinburgh, built by Messrs. Wigram and Green in their famous yard at Blackwall, and launched in 1821. In the same year, Wigram and Green also launched the superb sailing ship, Duchess of Atholl, 1,333 tons, built for the Honourable East India Company. The H.E.I.C. had lost the monopoly of the East Indian trade in 1814, but they retained their monopoly in the China trade until 1834, when they were deprived of their chartered privileges by Act of Parliament. In the meantime the H.E.I.C. continued their Eastern trade in their magnificent vessels built at the Blackwall yard.

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II

THE fleet of the H.E.I.C. was known as the Merchant Service, to distinguish it from the Royal Navy on the one hand, and the rest of the mercantile marine, or free traders, as they were called, on the other. The Merchant Service really was a service in those sumptuous days. Owned by a proud, wealthy and powerful Corporation, the Merchant Service offered to gentlemen a position second only to the position of the officers of the Royal Navy, together with chances of getting wealth which his Majesty's service seldom proffered. The men were the finest seamen of their time, and served continuously with the Company. Discipline only less strict than the iron severity of the Navy was enforced. The ships were kept smart as a man-of-war, carried guns, and were employed as naval corvettes at need. The ships of the H.E.I.C. blazoned many a hard-fought action on their centuries'-long record.

In 1824, Messrs. Wigram and Green launched at Blackwall the first ship which, designed for

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passenger traffic between London and Calcutta, did not belong to the Honourable East India Company. She was the Carn Brae Castle, of 570 tons, the finest sailing ship of her day. Wigram and Green in the same year purchased the Sir Edward Paget, for the Indian and Australian voyages. She flew the cross of St. George on a white ground. Anchoring at Spithead, she was boarded by the flag-lieutenant, who, presenting the compliments of the Port Admiral, desired to know why the ship was flying an Admiral's flag. The captain, with great presence of mind, caused a blue handkerchief to be sewn in the middle of the flag, which then became the house-flag of Wigram and Green. The story is also told of another steamship company, with the variation that the blue patch was the seat cut out of a sailor's dungaree suit. It was the Sir Edward Paget which received the owners on board with a salute, yards manned, and band playing.

In 1825, Messrs. Wigram and Green launched from their yard at Blackwall two sailing ships of 1,325 tons each. These superb vessels were among the last of the bluff-bowed, broad-bellied, stern-galleried, carved and embellished ships designed upon the tradition of the seventeenth century, presently to be superseded by the clipper ship.

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Painted by J. Spurling.

Hail and Farewell.
(*about 1866*).

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And in 1825, the renowned Black Ball packets (ships carrying mails) had been plying across the Atlantic for nine years. These were American ships, running from New York to Liverpool and back, full-rigged, of from 800 to 500 tons, averaging twenty-three days out and forty-three days home. They bore as their cognisance a black ball painted on the foresail, and, like all packet ships, they carried a white light at the bowsprit cap from sunset to sunrise.

From Falmouth, a regular service of fine packets sailed to Spain, the West Indies, the Mediterranean, and the ports of North and South America. Although their tonnage was no more than eighty, they carried passengers as well as mails and cargo.

During the next twenty years, while the sailing ship was rapidly developing towards the perfection of her type, the steamship was steadily improving, until, about 1840, she began to rank with the sailing ship; and thenceforward, although still disguised with masts and sails, the steamship began to wear down her winged sister. The two processes of evolution continued side by side; until the one type disappeared, and the other went on developing.

In the meantime, the General Steam Navigation Company steadily increased their business, and

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their history shows in little the whole rise and progress of sea trading with the steamship.

The Company, in 1825, increased their fleet of cattle-boats plying between Holland and London. By the year 1828, they were conducting a service between Portsmouth and Bordeaux, afterwards altered to Southampton - Plymouth - Bordeaux. There were then altogether eighty steamships owned by various firms classed in Lloyd's Register. In 1829, the Company transferred their offices from 24 Crutched Friars to 71 Lombard Street, an ancient and a beautiful house which dated from before the Great Fire. In altering the premises, an old oil painting depicting mediæval ships at sea, was discovered in the panelling. It hangs now in the Captains' Room at 15 Trinity Square.

In 1829, two years before the abdication of her husband, Dom Pedro I., the Empress of Brazil travelled from Ostend to London in the Company's steam packet Superb.

In 1830, the General Steam Navigation Company had as yet no wharf of their own. Passengers for Margate were embarked at the wharf below London Bridge. Other passengers were taken to and from the ships in boats. The Company made arrangements to embark and disembark passengers

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From a Colour-plate, 1841.

General Steam Navigation Company's *Water Witch* of 500 tons.

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at St. Katharine's Wharf. Two years previously, the first ship had entered the new St. Katharine's Dock. It was constructed on the site of the ancient hospital of St. Katharine, founded by Queen Matilda, wife of King Stephen, and of the chantry founded by Queen Philippa, wife of King Edward Third. The brethren of the hospital were endowed with a new building, adjoining Regent's Park. About the collegiate church and the hospital the vilest tenements clustered, intersected by the tortuous alleys called Dark Entry, Cat's Hole, Shovel Alley, Rookery, Pillory Lane. The sacrilege of destroying ancient religious foundations was perhaps expiated by the cleansing of their neighbours.

Two years later, in 1832, the Company arranged with the proprietors of coaches at Dover to conduct a daily service of coaches from Dover, Deal and Sandwich to meet the Company's packets at Margate. Here was one of the first combinations of sea and road transport, a system still awaiting development.

In the same year, Money Wigram launched from Blackwall the London, 577 tons, the forerunner of the superb Blackwall frigates. The first American clipper ship, the Anne McKim, was

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launched at Baltimore. By this time there were 100 steamships in Lloyd's Register.

Next year, 1833, the General Steam Navigation Company acquired the paddle steamship Monarch, of 1,200 tons, and 206 feet long, enthusiastically described in the press of the time (*The Mirror*, 22nd July) as "larger than any of His Majesty's frigates, and longer than our 84-gun ships . . . the accommodation below is so extensive that she will make up 140 beds, and 100 persons may conveniently dine in her saloons." The Monarch plied on the London-Edinburgh passenger service.

The Company were now carrying mails, their packets flying the postal flag, from London to Hamburg, Ostend, Boulogne, Rotterdam, and services were conducted between London-Calais-Antwerp, and Brighton- or Newhaven-Dieppe, and other foreign ports.

In the same year, 1833, the Royal William, a vessel 176 feet long and fitted with auxiliary steam, built in Quebec, voyaged from Quebec to Cowes, 2,500 miles in 17 days.

Next year, 1834, the Company obtained an Act of Incorporation extending their privileges.

In 1835, the John Bull was built by Messrs. Fletcher and Fearnall for the Company. Her engines were built at the Company's works at

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Deptford. The John Bull was of 600 tons, and her engines were of 180 h.p. Next year, the Company extended their operations by acquiring the property of the London and Edinburgh Steam Packet Company, consisting of six steamships, premises and warehouses at Newhaven, and an office in London. Among the ships purchased were the City of Edinburgh and the James Watt. Agreements were concluded with the East India Dock Company. The steamships of the rival Margate Company were purchased. Five new steamships: Caledonia, Clarence, Ocean, Giraffe, Countess of Lonsdale; were built.

During this year, 1836, the Company's steamer James Watt was employed in conveying the British Legion and its stores between Santander and San Sebastian. The British Legion had been raised the year before by Sir de Lacy Evans to help Queen Christina of Spain against the insurrection led by Don Carlos.

Next year, 1837, Mr. Richard Green launched at Blackwall the Seringapatam, 818 tons, the first of the Blackwall frigates, the lineal descendants of the great ships of the H.E.I.C. Money Wigram also launched the Emu, 293 tons, built for the opening Australian trade. At the same time, Wigram and Green launched from the Blackwall

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yard the Neptune steamship, 621 tons, for the General Steam Navigation Company. Save for the funnel amidships, and the paddle-boxes, there was as yet little difference between the design of the sailing ships and of the steamships, which used sail when they could.

In 1837, was formed the Peninsular Company, incorporating steamship services which for some time had been plying from Falmouth to the Peninsular ports. The four steamships of the new Company, Tagus, Don Juan, Braganza and Iberia presently carried mails to Alexandria. In 1840, the Peninsular Company became the Peninsular and Oriental Steam Navigation Company, incorporated by Royal Charter, and extended their mail service to the Indian Ocean.

This year, 1837, the General Steam Navigation Company enlarged and improved their ships, and enlarged their works at Deptford. They now owned 40 steamships: employed on services to and from the foreign ports of Antwerp, Havre, Boulogne, Dieppe, Calais, Hamburg, Ostend, Rotterdam, Leith-Hamburg; and to and from the home stations, Berwick and Leith, Newcastle, Sunderland, Ipswich, Margate, Ramsgate and Herne Bay. A steamship was stationed at Falmouth, to receive letters from wind-bound ships.

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111

Now enter the iron ship and the screw propeller. In 1821, one Aaron Manby had built a small iron vessel which steamed from London to Paris, and which was probably the first iron craft to put to sea. In 1832, Laird and Company launched at Birkenhead the iron paddle-steamer Lady Lansdowne, plied between England and Ireland. The screw propeller was first tried in America. In 1837, the screw patented by the Swede, John Ericsson, was fitted to a small vessel, the Francis B. Ogden; and in 1838, the Robert F. Stockton, 63 feet long, built by Lairds, made 13 knots on the Thames, and afterwards crossed the Atlantic. In the same year, the screw patented by Francis Smith was fitted to the Archimedes, 240 tons, which circumnavigated Great Britain and crossed the Bay of Biscay.

In 1838, the Company possessed an iron steamship, the Rainbow, in which Professor George (afterwards Sir George) Biddell Airy, Astronomer-Royal, on behalf of the Admiralty, conducted

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experiments to solve the problem of the deviation of compasses in iron ships.

The first cargo ship to be equipped with a screw propeller and the first ship to be fitted with an iron mast, was the Novelty, launched in 1839. She voyaged from London to Constantinople and back.

From 1840 onwards, progress steadily continued in the building, first, of iron ships; then, of composite vessels with iron frames and wooden planking; then, of steel ships; and in the improvement of the screw propeller and of engines. In 1841, the efficiency of the screw propeller and the geared engine fitted to H.M.S. Rattler demonstrated the possibilities of these inventions.

In 1840, was founded the Cunard Company, and with it the great Atlantic steamship service. The first four Cunard liners were wooden paddle-wheel steamships, 207 feet long. In the same year, the Royal Mail line established a steamship mail service to the West Indies; the Pacific Steam Navigation Company began a service to the east coast of South America, their ships proceeding through the Magellan Straits; and the Peninsular and Oriental Steam Navigation Company were incorporated by Royal Charter.

The Directors of the General Steam Navigation

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Company, observing the formation of the new companies, considered the question of entering into the long voyage sea trading venture, and decided to keep within their own sphere of trading, from which the Company have never departed. The Company, in 1840, obtained a further Act of Parliament amending and extending the provisions of former Acts.

Henceforward, the Company must be considered as methodically taking advantage of each improvement in construction and equipment as it appeared; and as devoting particular care to ensuring the convenience of passengers, so that the Company's ships were the best of their time.

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IV

THE superiority of the Company's vessels and the excellence of their organisation received in 1842 a signal mark of Royal appreciation. During the preceding year, there were launched by Messrs. Green, Wigram and Green, from their Blackwall yard, the steamships Princess Royal, 666 tons, and the Trident, 875 tons, 192 feet long. The Trident was one of the fastest steamships afloat. She carried three masts and a funnel amidships nearly as tall as the mainmast, and paddle-wheels. Schooner-rigged, with her tall topgallant masts, high-steeved standing bowsprit, square overhanging carved stern, and the long sheer of her bows, the Trident, Captain Richard Sharp, was the finest auxiliary steamship of the time.

The following account of the voyage of H.M. Queen Victoria in the Trident is quoted from the archives of the Company. "On Her Majesty Queen Victoria's intention to proceed to Scotland by sea being publicly announced, the Directors immediately made a tender of any of the steamers

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of the Company to convey Her Majesty there, or to perform any other service that might be agreeable to Her Majesty.

The Directors were informed in reply to their proposition, that it had been submitted to Her Majesty, who had been graciously pleased to decline the offer, as arrangements had been previously made that Her Majesty and Prince Albert should proceed in the Royal Yacht attended by several of the Government steamers.

The Trident was, however, appointed by the Directors to accompany Her Majesty on her voyage down, and instructions were given to the Captain to hold himself in readiness at all times and to pay every attention to Her Majesty's royal wishes and commands should any such be expressed.

When the Queen was about to leave the North, it was intimated to the Directors that Her Majesty had expressed her royal pleasure to return to England by the Company's splendid vessel, the Trident, which had been fitted up in every way suited to Her Majesty and Her Royal Consort, and the Company had the honour to convey the Royal visitors in safety to London, and the high gratification of learning that Her Majesty had expressed her full and entire approbation of the

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performance of the vessel on her voyage and of the general arrangements that had been made on board the Trident for Her Majesty's accommodation.

The following account of the voyage is quoted from the Queen's book, *Leaves from the Journal of our Life in the Highlands.*

'September 15th, 1842. We breakfasted at half-past seven o'clock, and at 8 we set off, with the Duchess of Buccleuch, Lord Liverpool and Lord Hardwicke following. The ladies and equerries had embarked earlier. The day was very bright and fine. The arrangements in Edinburgh, through which we had to pass, were extremely well managed, and excellent order was kept. We got out of the carriage on the Pier, and went at once on board the *Trident*, a large steam-boat belonging to the General Steam Navigation Company. The Duke and Duchess of Buccleuch, Lady J. Scott, the Emlyns, Lord Cawdor and Lady M. Campbell came on board with us, and we then took leave of them. We both thanked the Duke and Duchess for their extreme kindness, attention and hospitality to us, which really was very great—indeed we had felt ourselves quite at home at Dalkeith.

As the fair shores of Scotland receded more and more from our view, we felt quite sad that this very

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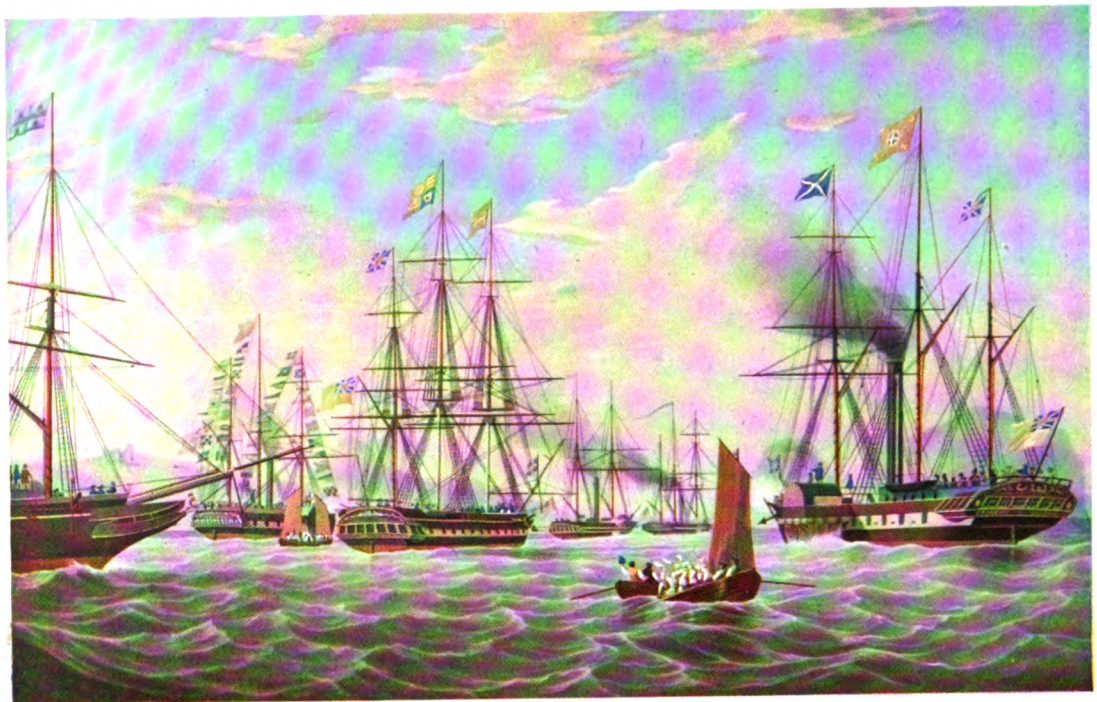

From a Colour-plate.

H.M. Yacht *Royal George* conveying HER MAJESTY QUEEN VICTORIA and H.R.H. PRINCE ALBERT to Edinburgh, August, 1842. Off the Bass Rock the squadron was joined by the General Steam Navigation Company's steamships *Trident* and *Monarch*.

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pleasant and interesting tour was over; but we shall never forget it. On board the *Trident* (where the accommodation for us was much larger and better than on board the *Royal George* and which was beautifully fitted up) were Admiral Sir E. Bruce, a pleasant old man, Commander Bullock, and three other officers. The *Rhadamanthus*, with some servants and carriages, set off last night, as well as the *Shearwater* with Lord Liverpool and Lord Hardwicke on board.

The *Salamander* (with Mr. and Mrs. Anson on board), the *Fearless* and the *Royal George* Yacht set off at the same time with us, but the wind being against us, we soon lost sight of the yacht, and, not very long after, of all our steamers, except the *Monarch*, which belongs to the General Steam Navigation Co., and had some of our horses on board. It started nearly at the same time, and was the only one which could keep up with us.

Passed St. Abb's head two o'clock.

September 16th. Friday. Passed Flamborough Head 5.30 a.m. The *Black Eagle* we passed at 8.30 last night and we could only just see her smoke by the time we came on deck.

Passed Yarmouth at Quarter to six.

September 17. 3 a.m. at Nore. Ten past ten landed.'

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Writing to her uncle the King of the Belgians under date Windsor Castle, 20th September, 1842, Her Majesty says:

'My dearest Uncle, Pray accept my best thanks for your kind letter of the 15th which I received on Saturday the day of our arrival here. Dearest Louise will have told you what I wrote to her.

We had a speedy and prosperous voyage home of forty-eight hours on board a fine, large and very fast steamer, the *Trident*, belonging to the General Steam Navigation Company.'"

The voyage of the youthful Queen Victoria on board the Trident is one of the very few occasions, if not the only occasion, upon which the Sovereign has travelled in a privately owned vessel. During the Queen's presence on board, the Royal Standard was flown at the main. It is probable that until the 15th September, 1842, the Royal Standard had not been broken at the main of a ship of the Merchant Service, since King Henry Seventh, in the year 1495, conferred upon John Cabot the privilege of flying the Royal Ensigns. Since the Trident flew the Royal Standard, other ships of the Mercantile Marine have been equally privileged upon rare occasions.

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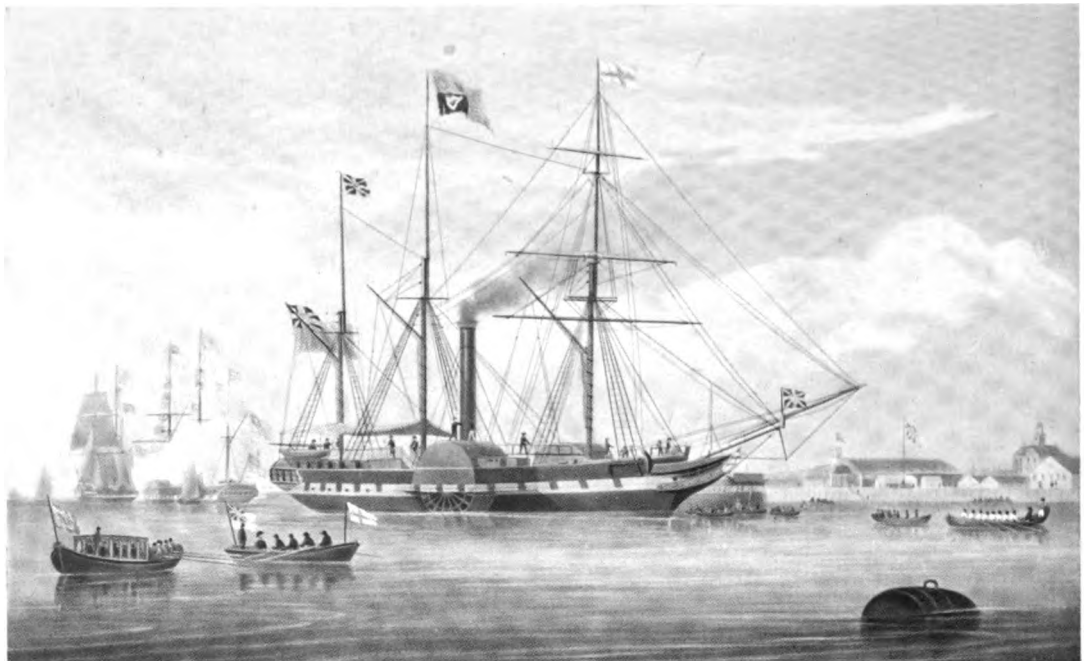

From a Colour-plate, 1843.

The arrival of HER MAJESTY, H.R.H. PRINCE ALBERT, and Suite, at Woolwich, on board the General Steam Navigation Company's *Trident*, of 1,000 tons, from Scotland, on the 13th September, 1842.

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V

In 1845, began the wonderful era of the clipper ships, the swiftest vessels the world had ever seen. In that year, the Rainbow, the successor of the little Ann McKim, was launched at New York. She was the fastest vessel in the world. The Rainbow and her successors were built by the Americans for the China trade in tea and opium, and for some years no English ship could rival their achievements. In 1846, there were launched at New York the New World, 1,400 tons, the largest sailing ship afloat, and the celebrated Sea Witch, 890 tons, which once sailed 858 miles in twenty-four hours, a feat then beyond the power of any steamship. At this time, the packet ships plying across the Atlantic were considerably faster than the steamships.

But what about the passengers? In his *English Traits*, Ralph Waldo Emerson, writing of his voyage to England in 1847 in the packet ship Washington Irving, recorded that: "Our good master keeps his kites up to the last moment,

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studding sails alow and aloft, and by incessant straight steering never loses a rod of way . . . the risk on a steamboat is greater; but the speed is safety, or twelve days of danger instead of twenty-four . . . the floor of your room is sloped at an angle of twenty or thirty degrees, and I waked every morning with the belief that someone was tipping up my berth. Nobody likes being treated ignominiously, upset, shoved against the side of the house, rolled over, suffocated with bilge, mephitis and stewing oil."

Beside the amiable American philosopher's little sketch, may be set the vignette of Miss Charlotte Brontë. In February, 1842, Miss Brontë went to Brussels, where she was received as a pupil in the school of M. and Mme. Héger, Rue d'Isabelle. She went thither again as a teacher, in January, 1843. During the ensuing ten years, she wrote *Villette*, in which she described her experiences, transferring them to Miss Lucy Snowe, who evidently travelled in a steamship of the General Steam Navigation Company.

"The coachman instantly drove off as soon as he had got his fare; the watermen commenced a struggle for me and my trunk. Their oaths I hear at this moment: they shook my philosophy

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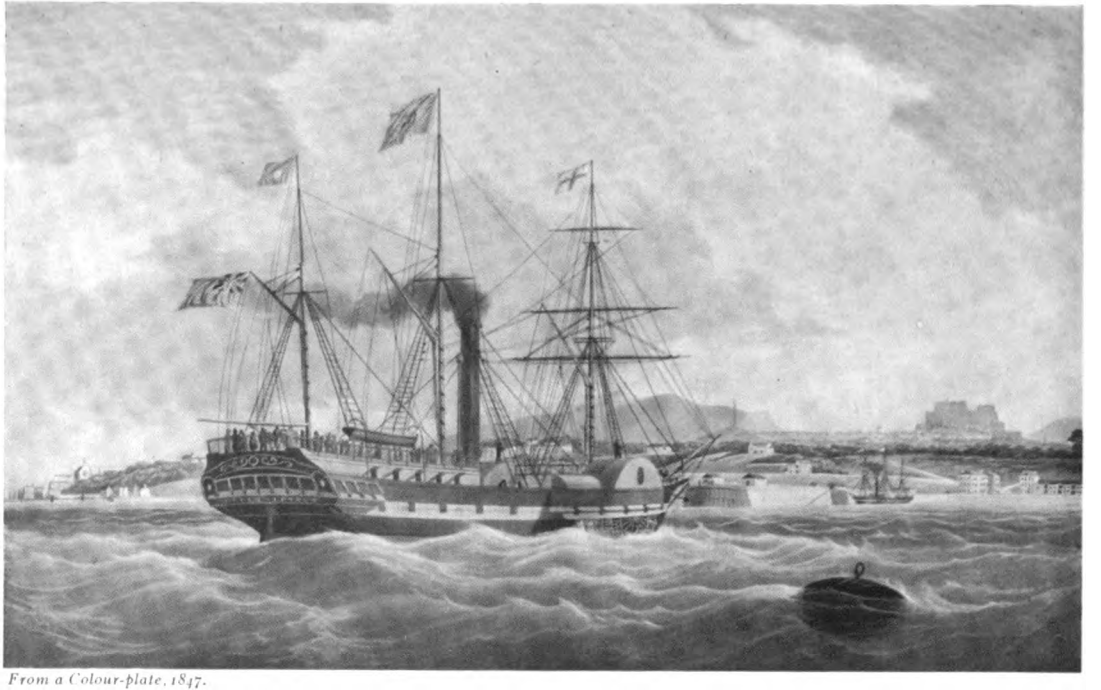

From a Colour-plate, 1847.

The *Leith* arriving at Granton Pier, Edinburgh. The *Monarch* leaving for London.

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more than did the night, or the isolation, or the strangeness of the scene. One laid hands on my trunk. I looked on and waited quietly; but when another laid hands on me, I spoke up, shook off his touch, stepped at once into a boat, desired austerely that the trunk should be placed beside me—'just there'—which was instantly done; for the owner of the boat I had chosen became now an ally: I was rowed off.

Black was the river as a torrent of ink; lights glanced on it from the piles of building round, ships rocked on its bosom. They rowed me up to several vessels; I read by lantern-light their names painted in great, white letters on a dark ground: the Ocean, the Phœnix, the Consort, the Dolphin, were passed in turns; but the Vivid was my ship, and it seemed she lay further down. . . . The Vivid started out, white and glaring, from the black night at last. 'Here you are!' said the waterman, and instantly demanded six shillings. . . ."

Doubtless, although Miss Brontë discreetly substitutes other names, these, or some of these, vessels were ships of the Company.

Passengers in the Company's steamships plying to foreign ports were still embarked and disembarked in small boats. In 1849, the Company

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obtained a lease of the St. Katharine's Dock Steam Wharf. St. Katharine's Dock lies just below the Tower, which at this time was being cleaned and restored, at the instance of that great statesman, the Duke of Wellington, who did a great many useful things which have been forgotten. The moat was drained of its filthy waters, and the embankment was constructed.

In 1848, gold was discovered in California. The discovery coincided with the invention of the clipper ships, which were built very rapidly and in great numbers to carry the multitude of gold-hunters to San Francisco. Nearly 160 ships were built from 1850 to 1854. The history of the wild decade 1850 to 1860, of swift ships cracking-on till the last moment and beyond it, of riches suddenly made and as suddenly lost, of vessels rounding the Horn in a gale, of crews deserting, of the great sea-races, is admirably told by Captain Arthur H. Clark, in *The Clipper Ship Era*, and by Mr. Keble Chatterton in *The Mercantile Marine*. Then the prosperity and fame of the American Mercantile Marine touched their zenith. Its fame endures; its prosperity vanished in the Civil War.

There sailed into London River, in 1850, a ship the like of which the riverside people had not

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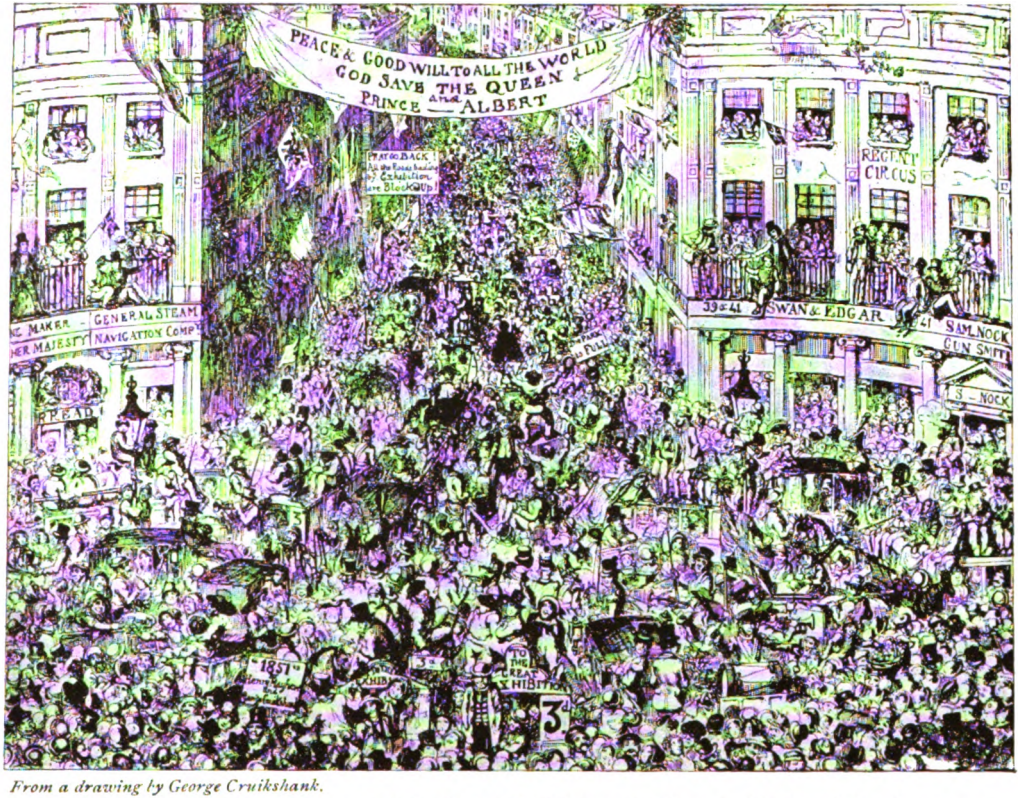

From a drawing by George Cruikshank.

Piccadilly Circus in 1851, the year of the Great Exhibition, the West End Office of the Company on the left.

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hitherto beheld. The Oriental, the new American tea-clipper, entered the Thames ninety-seven days after she had hove up her anchor in Hong-Kong, a feat no English vessel had accomplished. Whereupon the tea-clippers Stornoway and Chrysolite were built by Messrs. Wall of Aberdeen. Then began the intense rivalry between the English and the American tea-clippers, from which were born the swiftest ships that ever sailed the broad ocean.

The marine engineers, unmoved by the affairs of sailing ships, went on with their business; and in the same year as the Oriental fetched up in Port of London, the Inman line was founded, and the Inman Company built all their ships of iron.

In 1851, the opening of the Great Exhibition brought a great increase of passengers to the ships of the General Steam Navigation Company. At the same time, the discovery of gold in Australia drew thither thousands of men, who were carried in the Blackwall frigates. The Anglesey made a passage from Melbourne to the Start in seventy-nine days, and sailed 880 miles in twenty-four hours. The Marco Polo, owned by James Baines and Company, was the first of the famous Australian Black Ball line. She sailed to Melbourne in sixty-eight days.

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Thus, while the Americans were racing in their clipper ships to California to get gold, the English were racing in their stouter deep-sea vessels to Australia, also to get gold. Mr. Keble Chatterton states that Captain Whall, who served in the Blackwall frigate service for ten years, "never once saw a Blackwaller heave-to in a heavy gale."

And at the same time, American and English ships were racing to China laden with opium, and home again laden with tea.

The General Steam Navigation Company, unperturbed, went on with their staple business of conducting the passenger and cargo trade with the Continent, dealing with competition and overcoming it as it arose, and carrying parcel mails, in packets flying the mail flag.

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Drawn by W. L. Wyllie, R.A.

A steamship of the G.S.N.C. discharging cargo off Brewer's Quay.

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VI

In 1852, was built of iron the first steamship, the Victoria, to be designed on the wave-line principle. She had a speed of 10 knots and steamed from Gravesend to Adelaide in sixty days. Next year was launched the American clipper sailing ship Dreadnought. She crossed the Atlantic in thirteen days eight hours. At the same time, the iron steamship Himalaya, belonging to the P. and O., steamed to Gibraltar at 13½ knots. In the same year, the General Steam Navigation Company purchased from the Germanic Confederation six steamships, complete with guns and stores, being the entire German Navy. And in the same year, 1853, high-pressure steam was introduced into the Navy. The supersession of the sailing ship was in sight; nevertheless, the undaunted sailing ship builders launched in 1854 the renowned Red Jacket, 2,006 tons, for the White Star line. She carried, Mr. Keble Chatterton records, 50 saloon passengers and 600 steerage passengers from Liverpool to Melbourne

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in ten weeks less one day. And in the following year Steele of Greenock launched the tea-clipper Kate Carnie, to be followed by the immortal clippers Taeping, Serica, Ariel, and Sir Lancelot.

In 1854, England and France declared war upon Russia and the Crimean campaign began. In the following year, the General Steam Navigation Company's steamship Edinburgh was chartered by the French Government for transport service. In 1856, the Company, which, two years previously, had acquired three screw steamships, placed screw steamships on the service between London and Leith; and purchased the Eagle for the Ramsgate and Margate service.

In 1858, the Company looked back upon some fifteen years of profit; and contemplated a present depression, due as usual to falling trade both at home and on the Continent. They also observed the launching of the Great Eastern, of 1,200 h.p. and 680 feet long, fitted with paddles and a screw, a huge vessel which, if she was hard to handle, was nevertheless a magnificent achievement in shipbuilding.

In 1860, was launched at Liverpool the famous tea-clipper, Fiery Cross. In *The Mercantile Marine*, Mr. Keble Chatterton briefly describes

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the famous race from China, in which sailed, in 1866, Ariel, Fiery Cross, Taeping, Serica and Taitsing. Ariel and Taeping raced wing to wing up Channel. Ariel got her pilot off Dungeness before Taeping, but Taeping secured in the Downs a faster tug than Ariel, came to Gravesend nearly an hour ahead, and was in dock twenty minutes before Ariel. Serica came in on the same tide, Fiery Cross a day afterwards. In a three months' race round the world, there was only four days' difference between the first ship and the last ship.

Plodding in a seaway across the Channel and the Bay, the ships of the Company, trailing their plume of smoke, must often have been overhauled by a tea-clipper, slashing along under her triple pyramid of hollowed sails, the water boiling under her forefoot, and spreading fanwise along her glistening sides into a white straight path astern, the ship swiftly diminishing to a leaning tower of mother-of-pearl, to dwindle out of sight.

Captain Clark, in *The Clipper Ship Era*, says that "if a packet captain sighted a steamer ahead going the same way, he usually steered for her and passed to windward as close as possible, in order that the dramatic effect of the exploit

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might not be lost upon the passengers of either vessel."

And at this time the tramp steamships were beginning to go out laden with coal, which they sold at foreign ports, and then, wandering from port to port, returned with mixed cargoes. Because English ships paid for their outward voyage in coal, instead of going out in ballast, the British Mercantile Marine presently gained half the carrying trade of the world.

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LONDON RIVER

Mr. W. L. Wyllie, R.A., who knows all there is to know about ships, and London River, and the sea, has very kindly contributed his childhood's recollections of this period.

"Here," he writes, "are a few scraps of what I can remember of our journeys in the old paddle-boats of the General Steam Navigation Company. The oldest was the Rainbow. She had long arms working up from below through the bridge into the open air, and the engines sang quite a pleasant song as they worked up and down. The ship had a low freeboard, and was more yacht-like than her younger sisters Concordia, Panther, Rhone and Seine.

We children got to know the London River almost by heart as we fared up and down year after year. What a change to the present day! In 1860, the sailing colliers, four and six deep, lay in tiers on both sides of the waterway. The drifting barges drove up-stream thick as bees. When our

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warps were slipped at London Bridge, the stout old paddle-steamer would force her way through the throng, giving a push here, and a nudge there, now and then turning astern and sending the drifting barges broadside on into the press with the wash of her paddles, or making a cannon off a tier of craft.

The bluff-bowed old colliers were backing and filling in the fairway, and the jumping coal whippers were whisking baskets of black diamonds from many a dusty hold.

Soon the jostling pool is left behind, and in the wider reaches we meet the tea-clippers and Cape Horners hurrying on the flood, escorted by fussy tugs. Fish carriers, from the North Sea, work their way towards Billingsgate. Topsail barges are everywhere, some almost awash and others flying light or piled half-mast high with straw and hay. The Panther keeps up a steady twelve knots. The old Dreadnought, one of Nelson's ships at Trafalgar, and now a hospital for seamen, comes into sight; just beyond are the two towers of Greenwich, and the Observatory on the hill above. Here in the stream is a boys' training ship. The Eagle, carrying crowds of holiday makers, overtakes us, giving a whiff of cigars and cheap scent

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as she passes to windward, with sounds of a merry polka and the stamp of feet, and she rounds Blackwall Point leaving a track of glistening foam.

The big liners, which all carried sail in the 'sixties, might be met towing out of the dock entrances and working down against the last of the flood. Here are sailing ships crowded with emigrants: shepherds with their dogs, farm-hands, diggers off to the gold-field, children, wives and sweethearts.

Once we went on board one of the General Steam Navigation boats at Boulogne late at night. The deck cargo had not yet come aboard, and we noticed that the crew of our boat all carried short lengths of knotted rope. Presently we heard what the deck hands called a joyful sound, and we saw a big drove of swine being herded and beaten towards two brows which led down from the quay to the deck.

Poor piggy, he did have an unpleasant time! He was pushed down the brow by the crowd behind, sliding on his back or on his knees. If he tried to get down into the engine-room he was met by a cut from a knotted rope. Then he would try to rush the companion and got more cuts on the face or on the flanks. At last, all the herd

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was driven forward and fenced in with a barrier of plank, to grunt and squeak throughout the night.

Next morning, we went up to see how the deck cargo was getting on, and found the French swineherd with a long whip watching his charges and cutting into the crowd, to prevent a pig from being suffocated by his friends. Sometimes the deck was packed with a patient flock of sheep. They made no noise, but cast up their pleading eyes, as though to say, Why are we forced to go through all this?

Upon one journey, the fog began to thicken as the steamer threaded the upper reaches of the Thames, and suddenly one of our crew ran aft saying, 'There's a collision coming!' Next moment the bows of a screw steamer came looming out of the mist, striking us on the sponson and smashing the light woodwork over it. Someone said there was a man inside, and there were many speculations as to which passenger it was. Presently a green-white face appeared. 'Oh, it's the poor Jew!' said a voice. The unfortunate man was found to be more frightened than hurt.

As we reached London Bridge, a warp was rowed away to a mooring buoy by two hands in a boat, so that our ship might be swung head to

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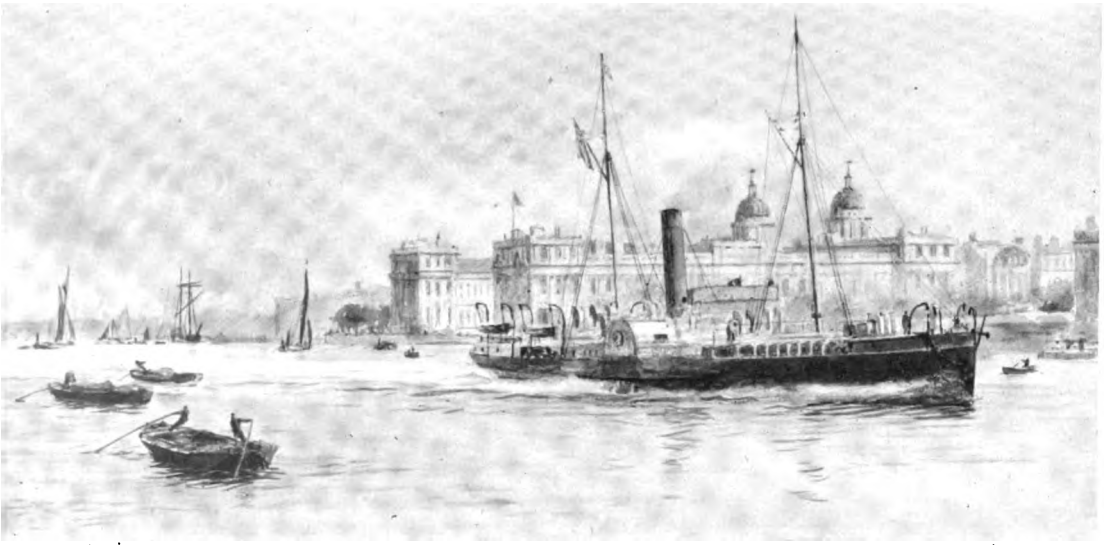

Drawn by W. L. Wyllie, R.A.

G.S.N.C. steamship *Taurus*, cattle-boat, off Greenwich, 1866.

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tide. I am afraid they were not very expert boatmen, for instead of making fast they allowed the warp to slip. We waited for the torrent of eloquence from the skipper, but all he said, with great emotion, was:—'You're farmers — you're *farmers!*' as we drifted up-stream.

The steamboats used to come in all sorts of weather. I saw one of them in a whole gale of wind trying to make the harbour of Boulogne. A strong flood-tide was running across the entrance, and big breakers broke upon the bar continually. Just as the stout old paddle-boat was running for the calm water between the pier-heads, a huge wave rose astern of her, broaching her to. In a moment she was broadside on right in the middle of furious breakers. Things looked very bad, but the stout old skipper kept his head, brought his ship head to sea, and took her out into the deep water, where he turned once more, running this time safely into shelter."

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STEAMSHIPS PREVAIL

In 1861, and subsequently, the railway companies obtained from Parliament power to conduct steamship services; a concession detrimental to the interests of the steamship companies.

The Cunard Company, in 1862, built the Scotia, 3,300 tons. She was fitted with paddles, and she crossed the Atlantic in nine days. Mr. Keble Chatterton observes that "the sailing ship as a passenger carrier across that ocean was now definitely beaten, and the future simply consisted in the more thorough perfecting of the steamships." The Clyde and Aberdeen firms, however, continued for some years to launch their superb composite-built clippers. Of this period were the renowned Cutty Sark, 1869, and her rival Thermopylæ, 1868, whose achievements have never been excelled.

And from the Blackwall yard were launched the splendid iron sailing ships, the Superb, of 1,451 tons, in 1866, and the Carlisle Castle, of 1,458 tons, in 1868. In *The Mercantile Marine*, Mr. Keble Chatterton records that "the last of these famous

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Blackwall frigates was the Melbourne, built for the Greens at the Blackwall yard in 1875 as the finest iron passenger ship in the world. Of 1,857 tons and 269·8 feet long, her passenger accommodation was excellent. . . ." She became the property of Messrs. Devitt and Moore, who changed her name to Macquarie, and manned her with "cadets," who worked the ship. She was finally sold in Australia.

In the meantime, steamships were mightily increasing in numbers, size and speed. The completion of the Suez Canal, in 1869, opened a short way to the East; at the very time that Cutty Sark and Thermopylæ were sailing by the Cape route at a speed never exceeded by other sailing ships.

In 1865, when the cattle trade between England and the Continent was flourishing, the General Steam Navigation Company built the paddle steamship Taurus, equipping her with fittings for the carriage of cattle. She carried 650 head of cattle and about 500 sheep, voyaging weekly between Schleswig-Holstein and London for many seasons without the loss of a single animal. A model of the Taurus was kept in the South Kensington Museum for over forty years.

The trade of the General Steam Navigation Company was seriously affected by the outbreak,

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in 1866, of plague among cattle on the Continent. And in 1870, the northern ports of the Continent were blocked with ice, and the Franco-German War had begun. In 1872, the Company's profits were decreased. The prices of coal and stores and the rates of wages had risen. In the following year, the Company increased their capital, and in 1874, they obtained a further Act of Parliament extending their powers and consolidating previous Acts. Then, in 1876, two new routes were opened: to Harlingen and to Amsterdam; and the service to Bordeaux was reopened. In 1881, it became evident that the extension of the railways had diminished the number of passengers carried by the Company. But, in the meantime, the increased efficiency obtained by the use of the screw propeller and compound engines had enabled the Company to extend their cargo trade. The Government, in 1881, ordained that all live cattle brought to London should be landed at Deptford Cattle Market, so that the Company were no longer able to land them at Brown's Wharf at Poplar. In that year, the fleet of the Company numbered 59 vessels, of 41,102 tons, gross register.

In the following year, other British steamship

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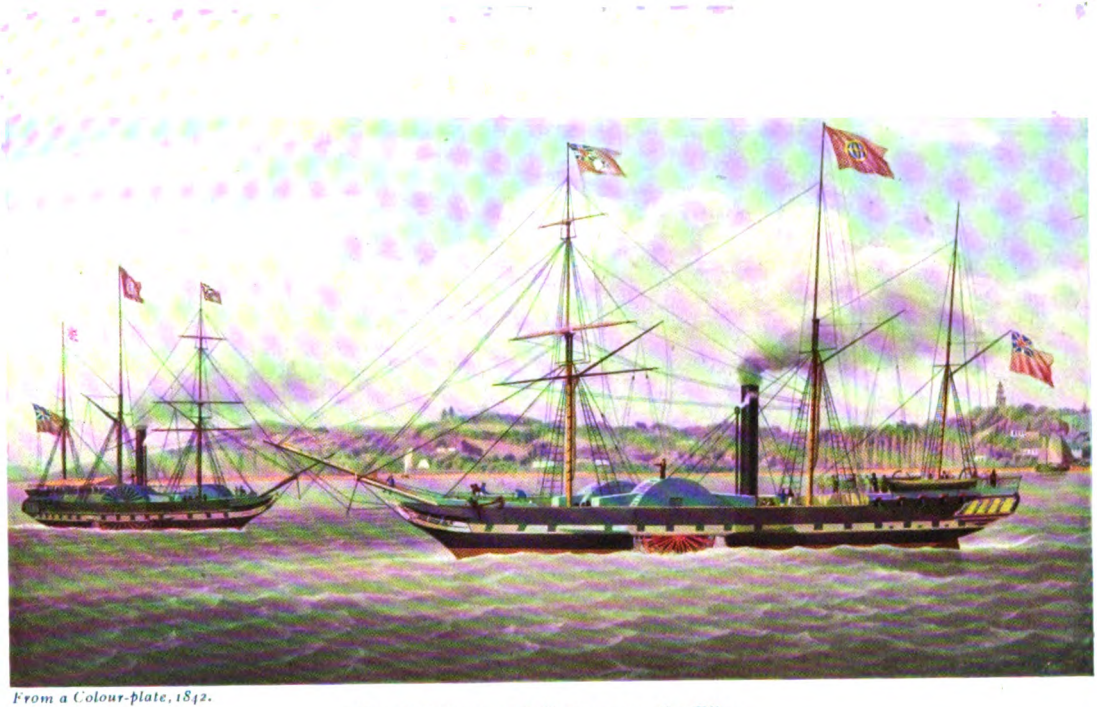

From a Colour-plate, 1842.

The *Caledonia* and *Neptune* on the Elbe.

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companies began to compete with the Company's trade with Continental ports.

For, in the meantime, the Cunard, White Star, Inman and Guion companies on the Atlantic, the P. and O. and the Orient companies trading with the East, had been developing the steamship. The Oregon, launched in 1882 by the Guion line, had a speed of 19 knots. The new age of steam, steel and speed had begun. These fast vessels still carried masts and sails. The sailing rig gradually disappeared as the large twin screw propeller came into use. The first ships to be fitted with them, Mr. Keble Chatterton states, were the City of New York and the City of Paris, of the Inman line. The City of Paris was launched in 1888. Then came the rivalry in the Atlantic passenger trade of the great modern liners.

With these adventures the General Steam Navigation Company had nothing to do, but continued to mind their own affairs. In 1882, they established a service to the west coast of Italy and to Sicily; and several of their ships were chartered by the Government for the Egyptian Transport Service. The Osprey, Captain Taylor, made as quick a passage from London to Alexandria as the British India line troopship. Probably the Osprey, Libra

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and Nautilus were the first ships to fly the Company's flag in the Mediterranean. It was on the occasion of the Egyptian War of 1882 that masters in the Mercantile Marine were first awarded war medals.

In 1883, the Company closed their branch office in Regent Circus; and in the following year, they sold their chief office in Lombard Street, removing to temporary offices at 55 Great Tower Street. Their Continental trade was injuriously affected by the prevalence of cholera in France, Spain and Italy.

In his manuscript reminiscences an old official of the Company states that the speed of their first ships to be fitted with a screw was greater under sail than under steam. The officer on the bridge communicated through a voice pipe with the engineer below. Several of the masters and mates entering the Company's service had been masters of full-rigged ships.

In 1886, so bad was trade, that the Directors remitted a part of their fees, and some of the principal officials accepted a temporary reduction in their salaries. The Company, however, continued to extend their business as opportunity served, until 1889, when there befell the memor-

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able strike of dock labourers. In the following year, the costs of working were considerably increased; the cattle trade diminished; in 1892, the Continental cattle trade was closed altogether; and from 1892 to 1895 were the worst years known to the Company. In 1900, business was again injured by the strikes of labourers and lightermen. In 1902, the Company were reconstructed and registered under the Companies Acts.

The Company, in 1906, acquired the shipping business of Messrs. John Crisp and Son. The business consisted of a service between Lowestoft, Norwich and London, including river service. Thus the Company came into possession of a number of Norfolk wherries, the lineal descendants of the Viking longship. In 1909, the Company purchased the freehold of Brewers Chesters and Galley Quay, which they had long been using. In the same year, the Company completed the building of their new offices at 15 Trinity Square and occupied them.

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RESCUE WORK AT MESSINA

UPON the 21st January, 1909, there were assembled in the steamship Drake, lying alongside Fresh Wharf, a distinguished and an imposing company. Here were the Lord Mayor, Sir G. W. Truscott, attired in his mayoral robes and chain of office, and the Lady Mayoress, Mr. Richard White, Chairman of the General Steam Navigation Company, Captain H. B. Hooper, Vice-Chairman, other Directors and officials of the Company, Mr. R. B. Lemon, Chairman of the Institute of Underwriters, Mr. Martin, Chairman of the Waterside Manufacturers' Association, Sir John Luscombe, Chairman of Lloyd's, Signor T. Sambuchetti, secretary of the Italian Club, and other eminent persons, gathered together to do honour to the officers and men of the Drake, Captain F. J. Carter.

The following account of the proceedings appeared in *The Times* of the next day:

"The Chairman of the Company, in addressing the members of the crew, who formed up on deck, said the Directors had received from Sicily a most

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gratifying account of the heroic conduct of the men of the *Drake*. . . . The Lord Mayor said he was very proud to welcome Captain Carter and his crew back to London, and to congratulate them in the name of their countrymen upon their gallant conduct in circumstances which were so unexpected and so appalling. They had maintained the good name and fame of Englishmen and had done much to strengthen the affection and esteem which bound England and Italy together. He thanked them for their noble work.

Signor Sambuchetti said the Italians of London had been deeply moved by the story of British help after the earthquake, and on the following night at the Italian Club they would ask Captain Carter, as the representative of his crew, to accept a gold medal, which the Italian Ambassador himself would hand to him."

In truth, the officers and men had earned that eulogy. The frightful convulsion of earth and sea which flung the city of Messina crashing into the dust, found British seamen ready and imperturbable as usual. An account of the episode was written by the chief officer of the Drake, Mr. F. J. B. Etherington. Plain, seamanlike and vivid, written immediately after the event, it could not be better

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done; to alter or to take away from the narrative would be to spoil it; and it here follows.

"We arrived at Messina on the morning of the 24th December, 1908, having taken in cargo at Genoa, Leghorn, Bastia, Naples and Syracuse. We had still about 800 tons measurement space in the ship, and it had been the intention to fill this space in Messina, and if possible get away on Christmas Eve so as to prevent the delay of the holidays, but the fruit which was to comprise our cargo here not being ready, we had to stay over Christmas holidays.

Christmas Day turned out bright and fine, so in the morning I took a walk round the town, and then went into the Cathedral, where the Archbishop was holding service. In the afternoon, I went into the Plaza Garibaldi, where the municipal band was playing, and which was quite close to the ship. Our ship lay broadside to the quay or embankment, a magnificent quay of about a mile and a quarter in length, and about 300 feet wide, flanked all the way down by high and magnificent buildings, the lower floors being for the most part business premises, and the upper stories private residences. At the back, and running parallel, were the principal streets of the town, which on

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this day were full of gaily dressed people. I particularly noticed a group of young military officers listening to the band; one of whom especially attracted my attention by his handsome and evidently aristocratic appearance. I little thought, then, under what circumstances I should next see him. In the afternoon, we saw from the ship some very fine turn-outs, and handsome and finely dressed ladies. I had often, when coming home from India in the P. and O., admired Messina from the sea when passing through the Straits, towering up high and white, and the domes and spires at the back giving it a handsome and picturesque appearance, and thought how I should like to visit it. I *have* visited it and seen the last of it, for Messina is now no more.

Saturday, Boxing Day. Work was carried on in the ship as usual and nothing of any note to record.

Sunday, 27th December, was a lowering, depressing day, and pouring hard with rain most of the day, but clearing up in the evening and the stars coming out. I felt horribly depressed and restless the whole of the day. I could neither settle down to read or write, nor could I stay in my cabin for any length of time. I have since compared notes with others, who experienced the

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same feeling. In the evening, I turned in early, and read till I could go to sleep.

Monday, 28th December. At 5.30 a.m., I was suddenly awakened by a horrible rumbling and grinding sort of noise, which seemed under the ship, increasing to a roar all the time, and the ship shaking and gradually heeling over. I was quickly out of my bunk and did not wait to get dressed, but before I could get out of my cabin there was a horrible crash. The crash and the next few minutes I cannot describe. I struggled out of my cabin, making my way to the deck. All was pitchy darkness, and the air was full of a suffocating, choking dust. Here I met the Captain, also most of the crew, but the darkness was so intense and the air so thick with powder, we could see nothing. We got handkerchiefs or what we could and tied them round our mouths, as the dust was choking us, and gave the order to clear away the boats.

During this time there was a continual crash of falling masonry and every now and then shrieks and cries for help. While we were busy clearing away our boats, there was a second shock, followed by a tidal wave. What took place in those few minutes I can hardly recall now. Can I describe it? There was a fearful rumbling and shaking of

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the ship, which was evidently thrown up broadside on the quay, for we heeled over to an angle of about 45°. I can only say this—that the discipline was magnificent; there was not a sign of panic nor a word of fear from a single man. The Captain bid me good-bye, and we told the men we could only stand and take it. It seemed to me as if we were lifted up in the air and then dropped through a hole into the bowels of the earth. After a space of time which could not be counted, and I suppose was only a matter of seconds, we began to right again, and then all was a deathly silence, broken every now and again by the crash of falling masonry and a cry for help. We could see nothing, and we did not know what had happened to the ship. There was a horrible earthy smell in the air and the air was full of powder, and we could hardly breathe. Chiefly for the sake of doing something we swung out the boats. The dust then began to clear away somewhat, and at last I caught sight of the stars overhead, which I immediately pointed out to the others, and it cheered us all up.

Soon after this, another ship bumped into us, followed by another. These proved to be an Italian and a Norwegian ship, both of which had been moored near us. We all then got ropes on board

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of each other and lashed ourselves together to keep us from colliding. At last daybreak came, and what a scene of desolation it showed! Our ship was covered inches thick in a fine white dust, while we ourselves could hardly recognise one another, while on shore it was devastation.

Some of the fine massive buildings along the quay were thrown right across the quay; others had the shell of the house standing while the inside had collapsed. Everywhere was the same. Messina was simply a ruin, a heap of broken masonry. We could see also where the quay had been swept by the tidal wave, which had risen over the quay about 14 feet. Then we realised the horror of it all, when we thought of the thousands of people who must be buried under those ruins. We had broken all our moorings from the quay, and with the other two vessels were lying to our anchor.

We got lines to the quay, and hove the ship near the quay, then lowered our boats and went to see what assistance we could render on shore. One or two poor creatures, perfectly demented and simply in their night attire, were roaming aimlessly about the quay. Our agent, Mr. Carrara, who had had a miraculous escape with his wife and family, was on the quay, and we brought them on board

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the ship. All available hands were landed, officers, engineers, sailors and firemen, one party going to the Sailors' Mission and English Chaplain's house. In both places, out of two families, only a young girl was found alive. The rest were buried beneath the houses. The remainder of us went with Mr. Carrara to the other end of the town, about a mile distant, to try and find his father and family.

The sights on shore were simply horrible and heart-breaking. People who had escaped from the ruins, some cut and bleeding, were wandering aimlessly about quite demented, and doing nothing to assist those who were buried. Men and women caught hold of us, begging and entreating us to go with them to search for their relatives. Through what had once been streets we had to clamber over heaps of crumbled up masonry 12 feet high, while all around came cries for help, and in places from amidst the heaps of wood and plaster could be seen limbs and bodies protruding, all covered with that terrible white dust and looking like broken statuary. As we went along so we worked at any we found living. Of Mr. Carrara's family, his brother with his wife and family were dug out, but of his father, mother, sisters and household we could neither hear nor see any signs.

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In most cases, it was only possible for one to get to work, in some cases working for more than two hours at each person, as all the masonry and plaster had to be removed and dug away with the hands, and in no case was it possible to use a shovel. In all, we dug out 25 persons, carrying some into places of safety, and others who wished to go there, to the ship. It was a hard job getting them down to the boats, as there were the heaps of ruins and masonry to be got over. With one old lady in particular I had a hard job. She was too stout and heavy to carry, so I wrapped her feet up in bits of clothing I found about, and walked and lifted her along till we got to the boat. It was heart-rending to think of how little we could do, and there were so few to help. Nearly all the soldiers had been killed in the barracks. The Customs offices had been swept away by the tidal wave, and the men who had succeeded in getting out of the ruins were too frightened and demented to do anything. There was only one man-of-war—the Piedmont—in the harbour, and her Captain, who was living ashore, was killed, and her people were busy receiving and taking on board refugees.

I took one boat-load on board of her, as they wished, and her decks were a sight, covered with

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wounded and mangled people and the doctors working among them. On one of the trips down to the boat we came across a man badly wounded and roughly bandaged. On closer examination, it turned out to be the young military officer whom I had remarked at the band. We got a shutter and carried him off to the ship. The poor fellow was fearfully cut about the head, but I am glad to say that the last I heard of him he was progressing favourably at Syracuse.

Towards the afternoon, fires began to break out in all parts of the city, and as there was no water, nor anyone to put them out, they spread all round. We worked on shore all day till about 4 o'clock, having freed all we could get at where we had been working; and, seeing no possibility of saving any more and the fires having worked all round us, stifling us with smoke, we went back to the ship. In the meantime, those on board the ship had been busy ferrying off to the ship refugees from the quay, amongst whom were about 60 little girls in charge of some nuns who had escaped from the Convent School. Our decks were packed, and those on board were working hard finding room for and providing for the distressed.

The fire in the meantime had reached the ruins

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on the quay, so we let go our shore mooring and anchored a safe distance from the quay. When darkness came, it was an awful sight. All the ruins of the fine buildings abreast the ship were in flames, the sparks and smoke driving right across the ship and harbour. On all sides could be seen fires springing up and spreading, and to increase the horror, every now and again came a recurrence of the earthquake, more or less severe. It seemed as if some monster below was seizing our cable and trying to shake the ship to pieces; and with each shock could be heard the avalanche of falling masonry. That which was still standing did not require much to shake it down, and from the ship's hold, with each shock, could be heard the murmur from the children repeating their Ave Maria; and when we looked ashore and thought that there were thousands and thousands of human beings buried beneath those ruins, with the fire gaining upon them and unable to help themselves, it made our blood run cold. The horror of it all was indescribable. Messina was a holocaust.

We plied boats to the shore all the evening, and every now and again some refugees would reach the quay, and we took them off to the ship. At midnight, the flames were raging fiercely, and as

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no more seemed to come down to the quay, and fearing a recurrence of the earthquake tidal wave, which is usual 24 hours after the first, and should such happen fearing a panic on board, we thought it prudent to put to sea and make for Syracuse, 70 miles distant, where there was a large military garrison, and we could get medical and other assistance.

We steamed into Syracuse harbour at 9.30 on the 29th December, our flag flying half-mast, and looking, as the Italian papers stated, as if we had been through a bath of mud. We dropped anchor off the Leas, and soon a boat containing a military officer was alongside. In the meantime crowds of people were pouring down the quay. It appears that nothing was known of the disaster, only that something had happened to Messina, as telegraphic communication was broken. We were quickly boarded by the town officials, and arrangements were made for us to come alongside the quay and to disembark the refugees.

We weighed anchor and proceeded to the quay. I think all the inhabitants of Syracuse were there. The troops were drawn up in line, stretchers and ambulances in readiness, and doctors and provisions for all in readiness. It was a credit to the prompti-

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tude and sympathy of all, both military and civil. On arriving alongside the work of disembarking commenced, and it was a touching sight. Nearly all were in tears as they saw the wounded and distressed brought on shore. Some were taken to the hospital, some given shelter in the hotels, and the children for the most part were taken into the homes of families. The young officer I have mentioned previously was carried on shore by his brother officers. They would not allow anyone else to do so. In all we landed 317 persons.

Our smoking room was turned into a hospital during the voyage, every available space below was utilised, and all our cabins were given up to those needing shelter and attendance. The greater part were only clad in what they could pick up or was given them. Fortunately, among those saved was a young English lady, a Miss MacDonald, who understood nursing, and of whom I should like to speak a word in praise. Though she had been through a terrible ordeal herself and had had a miraculous escape, all her time, thought and attention were devoted to the others who were wounded and suffering. In all, we had about 27 badly wounded.

After having disembarked our refugees, we

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From a Colour-plate about 1845.

The *Rainbow* off Antwerp.

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anchored in the Bay till next day, then proceeded to Milazzo, where we found that there was nothing doing, all being in a state of panic and sleeping out of their homes. From Milazzo we came to Palermo, which was full to overflowing with refugees and maimed and wounded people. All the hospitals, schools, theatres, and all places available were being used as hospitals; but all this news will have been given in the papers.

In the above I have tried to give as nearly as possibly can be given on paper the impressions of an eye-witness, but it would be impossible to put into writing all the horrors of the destruction of Messina.

F. J. B. ETHERINGTON,
Chief Officer, G.S.N. Co.'s s.s: Drake.

PALERMO,
5th January, 1909."

The total number of persons saved by the officers and men of the Drake was 317, including 63 of the nuns and orphans of the Ospirio del Buon Pastore. Upon leaving the ship, the Italians wrote a letter of thanks, of which the translation is as follows.

"We the undersigned Messinian citizens who have escaped from the catastrophe of 28th December, 1908, feel acutely the duty of thanking with all

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the emotion of our grateful hearts, Captain Carter and all the crew of the steamer Drake of the English flag, of the General Steam Navigation Company of London, and the Agent Achille Carrara, for the safety which they obtained for us, and for all the infinite and affectionate care which they extended to us. With most grateful acknowledgments, we are . . .

SYRACUSE,
29th December, 1908."

The letter, preserved in the archives of the Company, is written in red ink on the outside of a double sheet of lined foolscap, and the inside is filled with signatures nearly all of which are written in pencil.

H.M. King Victor Emmanuel was pleased to bestow upon Captain Frederick John Carter the insignia of Officer of the Order of the Crown of Italy, a decoration which His Britannic Majesty's ~~Government~~ granted by Royal licence permission to Captain Carter to accept and wear.

On 21st July, 1910, Captain Carter was received in private audience by his Holiness, Pope Pius X., who bestowed upon him the gold medal and diploma *Benemerenti;* and subsequently Captain Carter was received by H.E. Cardinal Merry del

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Val, Papal Secretary of State, to whom Captain Carter expressed on behalf of himself and his owners, the General Steam Navigation Company, their appreciation of the honour received by them.

An expression of the high appreciation on the part of the President of the Board of Trade of the conduct of the officers and men of the Drake was conveyed to the Directors of the Company in a letter under date 7th May, 1909. A similar expression on the part of the Home Secretary was conveyed in a letter under date 12th March, 1909.

In the same letter, the Home Secretary "greatly regrets that the regulations governing the grant of the Albert Medal preclude him from recommending these men for that decoration."

Under the same date, 12th March, 1909, a letter was despatched from the Home Office to the editor of the *Western Mail* (published in that newspaper on 15th March, 1909) stating that H.M. the King had "been pleased to award the Albert Medal of the Second Class to Henry Smith and James Reed of the steamship Afonwen, on account of their gallant conduct in saving the lives of others on the occasion of the great earthquake at Messina on the 28th December last."

Gallant as the conduct of the Afonwen was, it

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was not more gallant than the conduct of the Drake, nor was the number of persons saved by the Afonwen comparable with the number saved by the Drake.

The difference between the treatment accorded by the Home Office to the officers and men of the Welsh vessel, and the treatment accorded to the officers and men of the English ship, has never been explained, although the Directors of the Company repeatedly protested against a distinction so invidious.

When the City of London did honour to the Drake, how could any soul on board foresee that within nine years Captain Carter, after seeing his good ship destroyed by the Germans, would be held captive in a German submarine, and taken to Germany as a prisoner of war?

Incidentally, it is not unreasonable to wonder whether, had the Germans understood what manner of men they must tackle, they would have begun so hopeless an enterprise as making war upon the British Mercantile Marine.

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FRIENDS IN NEED

In the year before the war, the men of the General Steam Navigation Company rendered another fine service to the distressed. On 16th January, 1913, when the steamship Balgownie, Captain J. Goodson, was lying in Oporto, a large steamship, the Veronese of the Lamport and Holt line, ran on the rocks off Leixoes, a few miles north of the port. It was blowing hard with a heavy sea. Some thirty rockets had been fired by the volunteer rocket brigade from the shore to the ship, and their lines had carried away. As the captain of the Balgownie afterwards remarked, "none of them seemed to know much about it." The second mate, Mr. J. R. Dicks, and the steward, Mr. A. Tingey, who came to observe the operations, showed the rocket brigade how to get to work. Then they found there was no means of signalling to the people in the ship. Mr. Tingey returned to Oporto in a motor-car, lent to him by the agent of Lamport and Holt, and fetched the chief officer, Mr. F. Steffano, and the boatswain, Mr. A. Danielson. That was on Thursday after-

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noon, the 16th January. Mr. Steffano, arriving at six o'clock equipped with signal flags and Morse lamp, told the Veronese what to do, and got a hawser set up between ship and shore. About eight women were landed. "By this time," reports Mr. Steffano, "it was dark and the surf on the shore very heavy. Our next trouble was, the whip got foul of the rocks, and in trying to pull it clear the whip parted, and it was well into Friday morning before we could get another whip aboard, owing to the strong wind, the rocket lines parting before the rocket reached the ship."

When the hawser was again set up, and a few more women had been landed, the Veronese signalled that the tail block was broken. After searching all Leixoes, another block was obtained and sent on board. At daylight on the Friday morning, the whip again carried away. The captain of the Veronese signalled that he required a whip "ten times as strong." After some hours' delay, the ship's agent brought a $2\frac{1}{2}$-inch manilla. Then it was found impossible to get the new whip on board. After hours of delay, and after expending all the rockets, with immense exertions the whip was got on board, and more people were hauled to land. It was then Friday evening, and

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Mr. Steffano, Mr. Dicks, Mr. Danielson and Mr. Tingey had been for some thirty-two hours continuously at work. They returned to the Balgownie, changed their clothes, had a meal, and went back to the wreck, where they worked on until Saturday afternoon. "I may state," writes Mr. Steffano, "that the last man to leave the ship was the captain (and he came in the breeches buoy) and he paid me a great compliment. Before we took him out of the buoy he said, 'Where is the signalman?' When I went to him he shook hands with me, and said, 'If it had not been for you fellows, I don't know what would have become of us.'

Altogether, we saved with the buoy over a hundred people, including all the passengers, and the majority of the crew were taken off with the Leixoes lifeboat."

Within three years, the Balgownie was assailed by three German aeroplanes, upon which Captain Goodson maintained a steady rifle fire. The officers and men received the expression of the appreciation of the Lords Commissioners of the Admiralty "of their spirited conduct which resulted in saving their ship." As will appear in its place.

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WAR SERVICES

I

THE national services rendered during the war by the General Steam Navigation Company as a whole, together with the individual deeds and sufferings of their indomitable officers and men, are embodied in the histories of the Great War, there to remain on record so long as the English tongue and the English nation shall endure. Throughout the war, the Company maintained and enhanced the traditions of the British Mercantile Marine, and what more can be said?

The war service of the Company began at 6.59 p.m. on the 31st July, 1914, when the Company received a telegram from the Lords Commissioners of the Board of Admiralty requesting information concerning the last movements and expected movements of all the steamships of the Company. The Admiralty then requisitioned twenty-one vessels, subsequently releasing two ships, Balgownie and Mallard. The remaining

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nineteen ships requisitioned by the Admiralty were employed upon the various duties of mine-laying, mine-sweeping, flotilla and squadron supply, carrying ammunition and stores, Fleet messengers and troop transports.

Seventeen (or nineteen) masters in the Company's service received His Majesty's commission in the Royal Naval Reserve. Captain Branthwaite was appointed Intelligence Officer at Cardiff, and Captain Hunnisett was appointed Intelligence Officer at Cadiz. Ten chief engineers and eight second engineers in the Company's service received His Majesty's commission in the Royal Naval Reserve.

The Company's dockyard at The Stowage, Deptford, was placed at the disposal of H.M. Government.

Representatives of the Company served on various departmental committees of H.M. Government constituted to deal with the control of shipping and of transport. These appointments involved an immense volume of work additional to the work of the Company. The late Captain H. B. Hooper, Vice-Chairman and joint managing director of the Company, served on the National Maritime Board, from 1916, when the Board was

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established, to 1920; dealing with the manning of ships in the Government service, and with the scales of pay to apply to the crews of all British vessels. The valuable work thus begun by the Board continues. Captain Hooper also served on the Board of Trade Departmental Committee on shipping and shipbuilding, which, appointed after the war, continued for two years, dealing with international competition and navigation, and the reconstruction of the British Mercantile Marine.

Mr. W. J. McAlister, another director of the Company, served as chairman of the London district branch of the Home Trade Transport Control Committee, appointed by the Board of Trade in June, 1918, in a moment of national emergency. The duty of the Home Trade Transport Committee was so to organise the carriage of goods traffic by water as to relieve the pressure on the railways. The committee, whose work ended in 1920, achieved its task to the satisfaction of H.M. Government, represented by the Board of Trade.

A study of the record of the committee would show that very much greater use might be made to-day of the carriage of goods by water, to the great advantage of the community. If manufacturers would transfer their works and their people

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to the vicinity of the smaller ports, they could ship their goods direct, and reduce their expenses. The whole country, excepting one area in the Midlands, can be supplied by sea together with a short-haul road transport.

Mr. Richard White, chairman of the board of directors of the General Steam Navigation Company, served as vice-chairman of the Committee of Shipowners and others constituted in 1917, when the submarine depredations of the enemy were at their worst, to control the trade between the United Kingdom and the Atlantic islands, Portugal, Morocco and the Mediterranean. Mr. Stanley Sparkes, of the General Steam Navigation Company, acted as honorary secretary to the committee, called the Mediterranean Committee, and meeting at the offices of the Company in Trinity Square, until 1919, when it was dissolved. The duty of the committee was to ensure that the ships plying on these trade routes were put to the most economical use, and that they carried only such goods as were essential to the conduct of the war. The Mediterranean Committee worked in conjunction with the Italian Committee, furnishing the vessels required to supply Italy with the materials she needed. Mr. Richard White was

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also chairman of the conference formed to regulate the trade between the United Kingdom and France. It was arranged at the conference, with the assistance of members of the French Conference, that the Ministry of Shipping should control the chartered rates and rates of freight charged upon cargo carried between the ports of the United Kingdom and the ports of France; and it was the duty of the conference over which Mr. White presided, to advise the Ministry of Shipping in this matter.

After the war, the General Steam Navigation Company were appointed by the Government to be their agents in certain ports to take over the sailing vessels demanded from Germany under the Treaty of Versailles, pending their disposal by Lord Inchcape.

The purpose of all these elaborate and industrious organisations: of committees meeting daily, of men of affairs working in a press of business all day long and far into the night; of the fleets of ships plying on all seas without respite, constantly encountering deadly perils; the purpose was one and the same. It was to keep this country and her Allies supplied with the necessaries of life and the instruments of death. So long as the officers

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and men of the Merchant Service could bring these supplies, victory in the war, sooner or later, was assured; but on one condition: that the seas were kept open to British ships, and *shut to the ships of the enemy.* Had that condition been fulfilled from the beginning of hostilities, the war would have been ended in a year, or a year and a half. It was not the fault of the Royal Navy, nor of the Merchant Service, that while they fought and toiled, bringing supplies, their purpose was continually frustrated by the diversion of food, raw materials and munitions of war, to the enemy. No history of the extraordinary labours of the Mercantile Marine during the war, or of the war as a whole, is intelligible, except in the sinister light of these three words, *Supplying the enemy.*

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II

Of all the miseries of the war, few are more dreadful than imprisonment. Held inactive and helpless in captivity; deprived of news of family and friends; kept in perpetual suspense concerning the events of the war; ill-fed, vilely lodged, and (in many instances) barbarously maltreated; often suffering from sickness induced by these cruel conditions; each monotonous day following the one before in an interminable procession of hopeless days; such was the slow torture endured by the English prisoners in the hells carefully prepared for them by the Germans.

Among the first to taste the horrors of Ruhleben were the officers and men of three of the Company's steamships, all of which were detained in violation of the law of nations. The Auk, Captain W. N. Hughes, the Iris, Captain H. L. Ford, the Virgo, Captain G. A. Finney, having cleared from Hamburg, were turned back by the Germans at Cuxhaven and sent to Brünsbuttel on the 3rd August. They repeatedly attempted to get to sea, and having been stopped on every occasion at Cuxhaven and sent back to Goose Island, they

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were ordered back to Hamburg on the morning of the 4th August, 1914. War was declared between England and Germany at midnight. The officers and men were transferred to the prison ship Siegfried, in which for weeks they testify on oath they suffered "great hardships from overcrowding and lack of food," and eventually they were sent in cattle-trucks to Ruhleben. Here also was interned during the whole of the war Mr. Robert Kelso, who was the Company's joint manager at Hamburg, and who is now a Director of the Company. Captain Ford of the Iris remained in captivity during the whole of the war. Captain Hughes of the Auk returned in 1917, and Captain Finney in March, 1918.

The Auk and the Iris were seized by the Germans and sunk in the Gulf of Pernau to block the channel as a defence against the Russian Fleet.

During the first ten days after the declaration of war, the sailings of all the Company's ships were suspended. Services were then renewed by degrees. As the enemy advanced into Belgium, the Ostend and Antwerp voyages were discontinued. The Alouette left Ostend on 21st August, and the Laverock on 22nd August, 1914, for the last time. The Gannet left Antwerp for the last time on 4th October.

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Throughout the war, those of the Company's ships which were not requisitioned by the Admiralty, together with other vessels placed under the control of the Company by the Government, were employed in conveying to Holland the raw materials for the manufacture of margarine and other foodstuffs, and in bringing back the manufactured commodities. The Company's ships also carried many thousands of tons of food from England to Holland for the benefit of Belgian subjects, and parcels of food addressed to prisoners of war in Germany.

The masters of the Company's ships employed in these services obtained much valuable information, which was communicated to the various departments of H.M. Government, concerning the work of spies in foreign ports, the operations of enemy submarines, and enemy mine-layers and other matters. When the convoy system was introduced, the skill of the Company's masters in keeping station was the subject of official commendation on the part of the War Staff at the Admiralty.

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III

TOWARDS the end of August, 1914, there were thirty-two German ships, whose crews had either been interned or repatriated, lying in Antwerp Docks. At the request of the Admiralty, the Company made arrangements to bring these vessels to England; and one of the Directors was personally entrusted by the Government with the execution of the scheme. Officers and men were placed on board the twin-screw steamship Alouette, which, lying at Irongate Wharf, kept steam up, ready to start at a moment's notice. It was intended to bring over eight vessels at a time. On Wednesday, 2nd September, Alouette left London, arriving at Antwerp on the following day. On Friday, officers and men went on board eight of the German ships, and were ready to sail on Sunday, 6th September. Orders were then received from the General commanding in Antwerp that the vessels were to remain, and Alouette returned to London, to the intense disappointment of the officers and men. Upon their occupation of Antwerp, the Germans

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took possession of the ships, which, ranging in tonnage from one to six thousand tons, would have been of inestimable value to the Allies.

The Lapwing, Captain Branthwaite, was among the first ships to carry troops from Southampton to France. The Redstart and Nautilus (renamed Nautpur) served as guardships at Harwich throughout the war.

Captain W. S. Hunnisett, master of the Peregrine, claimed to have rammed and sunk an enemy submarine. Captain G. W. Lyndon, commanding a flotilla of trawlers, claimed three submarines. The Admiralty considered the destruction of one as proved, accorded half-honours for the second, and gave no decision on the third. Captain Lyndon was awarded the D.S.C.

Captain J. G. Mummery, who enlisted as a volunteer in the Royal Navy, commanded a flotilla of submarine-hunting fishing boats. He claimed three submarines, one of which was allowed, another allowed in conjunction with a naval command, and the third disallowed.

In February, 1915, H.M. Government requisitioned the Golden Eagle, Captain F. J. Adams. She was converted into a troopship, and sailed from Deptford Buoys in the Thames for Southampton

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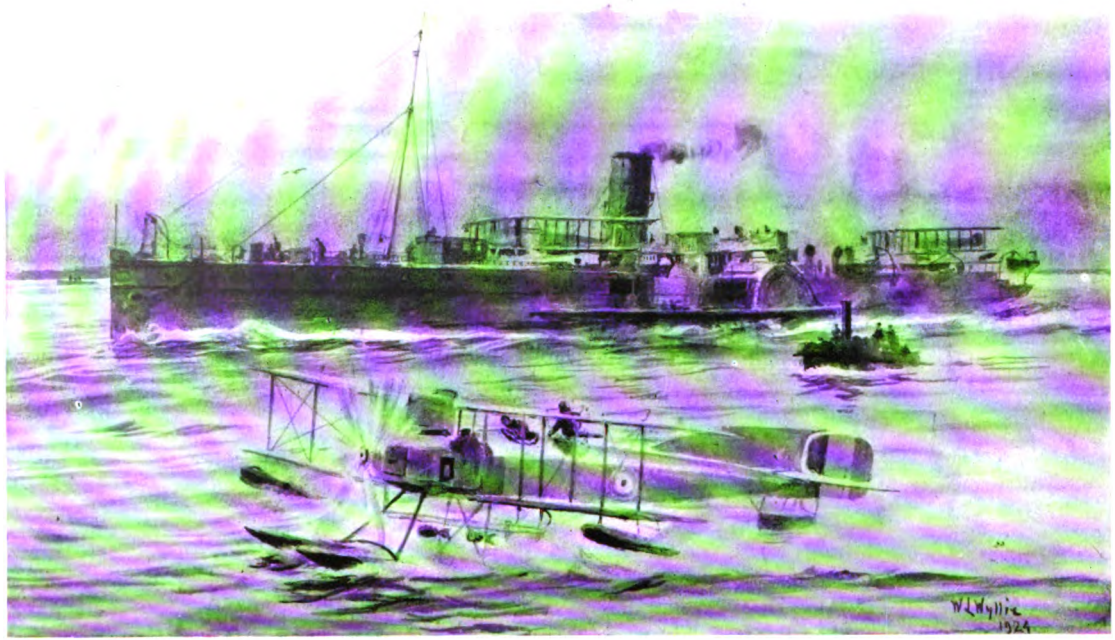

Drawn by W. L. Wyllie, R.A.

The G.S.N.C. steamship *Golden Eagle* converted to a seaplane carrier and under charter to the Admiralty, 1916.

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on 18th February, the date upon which the German Government declared a blockade of the United Kingdom. The Golden Eagle sailed on 23rd February from Southampton to Rouen carrying 12 officers and 686 men; and thenceforward plied between Havre, Rouen, Boulogne, Calais, Dunkirk, Southampton, Folkestone, Cowes and Felixstowe. On 13th March, she brought from Havre to Southampton 9 officers and 560 men, German prisoners of war captured at Neuve Chapelle, escorted by 2 officers and 75 men of the Border Regiment. On 13th August, the Golden Eagle carried from Dover to Dunkirk 119 officers and men of the Royal Naval Air Service, and six aeroplanes, among which was the machine in which Lieutenant Warneford brought down the first Zeppelin to be destroyed by an aeroplane. On 20th April, 1916, the Golden Eagle shipped on her promenade deck a traction seaplane, weighing 2½ tons and measuring 100 feet across its planes; and in July she carried two similar machines from Cowes to Felixstowe.

Duing the war the Golden Eagle carried 518,101 troops and other units, including 6,329 Chinamen, 6,008 American troops, 2,704 returning British prisoners of war, and 3,998 hospital

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patients, completing her service as a transport in November, 1919. It is a record of which the late Captain Adams was justly proud.

Every officer and man at sea was in fact on active service. Taking the number of ships sailing on cargo voyages, and the number of ships requisitioned or flying the White Ensign, the proportion of ships lost on cargo voyages was the greater. For a long time, vessels sailing on certain routes were not insurable at less than £21 per cent. per quarter. They were practically defenceless; the small guns mounted astern being useless, because the ships were almost invariably attacked from forward or from off the beam.

The officers and men whose ships were put down, immediately applied to go afloat again. Those for whom there was no employment in the rapidly diminishing Mercantile Marine, joined the Royal Navy.

It must suffice to quote a few examples out of many of dangers encountered, and sufferings endured, in a conflict with a nation turned pirate.

On 23rd March, 1915, the Teal, Captain J. R. Herbert, was about twelve miles from the North Hinder Lightship, when an aeroplane appeared in the sky to the south-eastward, travelling at great speed.

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In about a quarter of an hour, the aeroplane, overhauling the steamship, dropped a bomb, which exploded in the sea ten or fifteen feet from the starboard side, driving up a column of water, the shock displacing everything movable in the ship. Captain Herbert ordered the crew into shelter, and steered a zigzag course. One of the men shouted "Miss number one!" and when another bomb exploded about a hundred feet from the vessel, "Miss again, Billy!" The aeroplane flew over the ship, went away, returned in a wide circle, and dropped two more bombs. One exploded at a harmless distance, and the other sank without exploding. The German airman, flying low, then opened fire from his machine gun, missing again. Circling over the ship, he poured upon her two showers of steel darts, some of which struck sparks from the iron sheathing of the cranes. One dart stuck in the deck, penetrating the wood two inches. Captain Herbert kept it as a souvenir. The aeroplane flew away, sped by a hail from one of the men, who kindly advised the airman to "go home and get the Iron Cross and then have another go."

In acknowledgment of the steady conduct of officers and men, the Directors voted a sum of money to be apportioned among them.

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The next ship to be attacked from the air was the Groningen, Captain J. Salmon, on 6th July, 1915, off the Galloper Lightship. A big double-winged aeroplane approaching, Captain Salmon instantly manœuvred his ship with engines and helm, and so avoided eight or nine bombs. The Directors voted one week's pay to all hands, and in his letter to the Directors, Captain Salmon writes: "Such a thing was never thought of, as we are well paid for the extra risk and I consider that we have only done our duty."

Captain John Goodson, commanding the Balgownie, was attacked on 27th November, 1915, by three aeroplanes, two large craft and one smaller, close to the North Hinder Lightship. Upon sighting the enemy, Captain Goodson went into the chart-house to fetch his rifle, and before he regained the bridge, one of the aeroplanes opened machine-gun fire. Captain Goodson ordered full speed, and steered a zigzag course; stationed the hands on deck round the deck-house, ordering them to continue firing distress rockets; and opened fire with his rifle upon the enemy. The three Germans circled over the ship, dropping bombs and keeping up a cross-fire from their machine guns. The bombs fell wide of the vessel by about half her

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length, sending up columns of water, and "where any of the splashes of water fell on the crew of the ship, it dried black from the smoke of the bombs." For some twenty minutes the hunted ship, heeling over, turned and twisted, amid the crash and smoke of bursting bombs, continually struck by bullets. The captain was firing steadily on the bridge, one rifle against three machine guns mounted in swiftly moving aeroplanes. Beside him on the bridge were the second mate, and the helmsman, who was methodically putting the wheel hard over, first to port and then to starboard. The hands on deck were firing the distress rockets. The engineers and the firemen below were piling on a full head of steam, knowing that if the unseen bombs struck the ship, their death or mutilation was certain. The captain counted twenty-three bombs. Then the smaller aeroplane sheered off. The two remaining craft continued a machine-gun fusillade. A bullet struck the grating on which stood the man at the wheel; bullets pierced the side-light screen; and three went through the canvas stretched round the bridge. "The bullets," the captain deposed, "were hailing in the water alongside the same as you see heavy drops of rain fall on the pavement during a thunderstorm." The

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hull and decks were struck, the funnel and steam-pipe were pierced, and the pipes on deck were riddled. Not a man was hit. Captain Goodson, who fired fifty rounds, considers the effect of his shooting was to prevent the Germans from flying low, and thus to reduce the accuracy of their fire.

Captain Goodson and his crew received the expression of the appreciation of their spirited conduct by the Lords Commissioners of the Admiralty. On behalf of the Government War Risk Insurance Scheme, Sir Kenneth S. Anderson, President of the Chamber of Shipping of the United Kingdom, presented Captain Goodson with a cheque, and the Directors of the General Steam Navigation Company voted a sum of 100 guineas for distribution among the crew of the Balgownie.

On 9th March, 1916, H.M.S. Fauvette, flying the White Ensign and commanded by Lieutenant-Commander H. J. Wilson, R.N.R., was proceeding from the Downs towards the Thames, when the presence of a mine was reported. Commander Wilson was firing at the mine in order to explode it, when the ship was blown up by two submerged mines. While Fauvette was sinking by the stern, Commander Wilson got away the two port life-

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boats and as many of the crew as he could muster. Fifteen men went down with the ship, which sank in four minutes.

A telegram of condolence was received by the Admiralty from H.R.H. the Duke of Abruzzi, expressing "great sorrow at the loss of H.M.S. Fauvette, which rendered such good service in the Adriatic."

Fauvette, which was in Bordeaux when war was declared, brought 144 persons of the British colony in Bordeaux to London. From London she went to Southampton, transported troops to Rouen, and returned to Bordeaux. The French Government having retired from Paris to Bordeaux, that city became the seat of government, and Fauvette was employed as despatch vessel. In March, 1915, Fauvette went to Southampton, where she took on board the boom defence for Mudros, and a number of naval ratings for Malta. Fauvette laid the boom at Mudros. She was then commissioned under the White Ensign. Fauvette took on board the survivors of the lost battleships Ocean, Goliath and Majestic. Subsequently she was employed in searching for submarines and escorting troopships. Fauvette was present at the bombardment of the Dardanelles, carried troops to Suvla Bay and

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Helles, and accompanied H.M.S. Doris to Salonica. Afterwards, Fauvette cruised off the Bulgarian coast, and embarked refugees from the Serbian Army, taking them to Corfu. In February, 1916, Fauvette was ordered home, and was sunk off the North Foreland, on 9th March, as already described, after all her splendid services.

Upon the morning of the 6th April, 1916, the Vesuvio, Captain Elgar, was off Beachy Head coming up Channel, when her port side and bridge were blown to pieces by a tremendous explosion. The captain, the second officer, and the helmsman, who were on the bridge, were never seen again; nor were the donkeyman and the fireman on watch and the mess-room boy. The chief officer broke down the door of his cabin with a chair and escaped in his shirt. With the chief engineer, second and third engineers and nine men, the chief officer got away in the starboard lifeboat. The steward, badly injured, and a trimmer were picked up. Inside ten minutes after the explosion, the Vesuvio was gone. Her survivors were rescued by H.M.S. P 25.

The Gannet, Captain F. G. Cole, was blown in half at five o'clock in the morning of 7th July, 1916, probably by a mine, off the Shipwash Light-

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ship, not far from Harwich. Her fore-part sank at once. Eight men were lost. The port lifeboat was got away in charge of the chief officer. The starboard lifeboat, in which was the second officer, drifted away before Captain Cole, the last to leave the ship, could get into her. The captain, choked by the fumes of the explosion, leaped into the water, where he was injured by the pieces of cargo heaving on the waves, and whence he was rescued by the second officer. The boats were picked up by mine-sweepers. The Gannet sank some hours afterwards.

The telegram received from Penzance by the Company on 29th April, 1917, was of a tenour familiar enough at that time. "Steamer Hirondelle sunk by German submarine Wednesday evening crew saved landed here." On the evening of 25th April, about nine o'clock, the captain of the steamship Auricula, which was then about fifteen miles south of Belle Isle, saw the smoke and spray of an explosion burst about the Hirondelle, saw her go down by the stern until her bows stood upright from the water, and saw her boats pulling away.

The steamship Ortolan, Captain Acors, was torpedoed in the North Atlantic on 14th June, 1917,

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nearly 200 miles west of the Scilly Islands. Three men were killed. The ship sank inside five minutes. The officers and the rest of the men got away in four boats. The submarine came to the surface, and her commander ordered the boats to close, asked what were the name, tonnage and cargo of the sunken ship, took a photograph of the boats, and departed. Captain Acors headed the boats for the Bishop's Rock; and after twenty-four hours the steamship Cameto picked up the thirty-one castaways and took them to Montreal.

On Sunday, 30th September, 1917, at midnight, the Heron and Drake were three days out from Falmouth, in company with a convoy of twenty or thirty vessels, whose escort had left them on the previous evening. According to the evidence of Higo, the Japanese crane-man, the Heron was struck in the engine-room by a torpedo at one o'clock a.m. The Japanese had just come out of his bath. He felt the ship going down under his feet, and naked as he was, he snatched a lifebelt, scrambled on deck, and dived into the sea. When he came to the surface the ship had disappeared. The sea was smooth and the moon shining. Higo heard the cries of the crew, whom he could not see. He had been in the water some twenty

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minutes when the German submarine picked him up. The Germans gave him a shirt and trousers. They left the rest of the crew to drown.

About ten o'clock, Higo, sitting below, heard the firing of the guns on deck; and an hour later, Captain Carter of the Drake came below, and told Higo the Drake's crew were safe.

The Drake, Captain Carter, had been shelled and sunk, Captain Carter had been ordered to come on board the submarine, and the Drake's boats had been sent away. Twelve hours later, they were picked up by the Cronstadt, Captain Logan, who had fought the same submarine for two hours after the destruction of the Drake, and had escaped from her behind a smoke screen.

Both the chief engineer of the Drake, Mr. J. Peters, and her second officer, Mr. Dax, had been torpedoed before. Mr. Peters was a survivor of the Hirondelle.

Higo the Japanese was kept in the submarine until Monday, when the Germans, having sunk a French sailing ship, put him with the French crew in their lifeboat, which was picked up on the following Wednesday afternoon by the British mine-sweeper Camelia.

Captain Carter was carried to Germany in the

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submarine and was there interned until the end of the war, when he was released.

"It is with the deepest regret," wrote Captain W. G. Branthwaite, "that I have to report the loss of the s.s. Lapwing in the North Sea on Sunday, 11th November, 1917. Having (as you know) been in command of her since she was launched in 1911, you will understand how I feel about it."

The Lapwing was one of a convoy, steering in accordance with the signals of the naval officer in command. She struck a mine. The captain was partly stunned, and was buried under the wreckage of the fore-hatch. Extricating himself, Captain Branthwaite stopped the engines and ordered passengers and crew to the boats. Mr. Colin, the chief mate, at great risk to himself, carried a badly injured man, his legs broken, from the submerged and sinking fore-deck, and with the help of the captain and Mr. Dawson, got him into the boat. As the boat pushed off, the hatches of the ship blew off and the ship sank. The boats were picked up by H.M.S. Surprise, Commander Thompson, who "expressed his admiration of the splendid discipline and the smart way in which everyone was taken off."

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From a photograph taken on the spot.

Sinking of the G.S.N. Company's s.s. *Lapwing*, after being mined in the North Sea, on 11th November, 1917.

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Captain W. G. Branthwaite, in December of the same year, 1917, was in command of the Peregrine. He left Rotterdam early on 29th December, with fifty-nine passengers, most of whom were French women and children. In the evening, having passed the Shipwash Lightship, Captain Branthwaite altered course to clear a wreck which lay close to the Sunk Lightship. Both wreck and the Sunk Lightship were invisible in the dark. Shortly afterwards, the Peregrine ran aground. The captain hoisted two red lights, and hailed the vessels astern, warning them. He kept his engines going astern. The vessel slid off the sand, then turned broadside on to the breakers, and began to bump heavily, and to ship heavy seas which washed away the starboard lifeboats and all the movable deck fittings. Captain Branthwaite sent a wireless call for help.

In the dark, the wind and sea rising, waves breaking over the ship, the terrified passengers were huddled under the lee of the deck-houses. Captain Branthwaite went among them, giving them cheer and courage. At ten o'clock, he received a wireless message that help was coming.

A patrol steamer approaching, found it impossible to draw nearer in the shallow water and

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heavy seas. At half-past eleven, the Peregrine was driven across the bows of the sunken wreck with a dreadful grinding. Huge seas swept the deck. The passengers, who had been ordered to the poop, were soaked to the skin and frozen by the bitter north-east wind. "It still wanted about 1½ hours to high water," said the captain in his report, "and things looked very black indeed." They could hardly have looked blacker. It is in these moments the British seaman shows himself invincible.

The captain, knowing that at any moment the ship might break in half, persuaded the paralysed and weeping passengers to move to the boat-deck, where the crew lashed them to the engine-room skylight and funnel, and covered them with blankets and tarpaulins. Then a tremendous sea washed right over the boat-deck and passengers, and made a clean sweep of the port lifeboats. The starboard boats had already gone, and but one was left for 59 passengers and 33 officers and men. Panic seized the passengers; "but," writes Captain Branthwaite, "thanks to the splendid behaviour of the crew, and particularly that of Mr. Rutter, second engineer, Mr. West, third engineer, and S. Carter, apprentice, I was soon able to calm their

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fears. Mr. Rutter, I may add, started singing 'There's a long, long trail,' which seemed to inspire everyone with fresh courage to hold on until assistance or daylight came."

Good Mr. Rutter, who in the thick darkness, the appalling tumult of sea and wind, the stricken ship groaning like a lost soul, the poor French women and children shrieking and crying, struck up that war-worn ditty, did a noble deed. He had been on duty in the stokehold, where, after having sent the married men on deck, he kept up steam.

As the tide began to fall between three and four of that wild winter morning, the captain heard the ominous snapping of rivets and the creaking of broken ribs, and he knew that the Peregrine was breaking up. Then, at four o'clock, the Walton-on-the-Naze lifeboat hove in sight, now eminent on the top of a wave, and again invisible. Not until five o'clock could the lifeboatmen bring their craft alongside in that sea. Then they fought their way into a space of calmer water between the Peregrine and the sunken wreck. Under the captain's orders, the coxswain of the lifeboat, Mr. W. Hammond, took the passengers on board the lifeboat, together with Mr. Davis, the chief steward. As the lifeboat pushed off, the French

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people "very bravely gave us a cheer, which was answered by the crew."

Twenty minutes later, the Peregrine broke in two. Officers and men were on her fore-part, sheltering under the bridge. Here they remained for two hours of cold and hungry suspense, waiting for the lifeboat to return. At half-past seven she came in sight, but again Coxswain Hammond was beaten back by the heavy seas. Captain Branthwaite drifted a life-buoy to the lifeboat, took his people upon the sunken wreck, and finally got them on board about a quarter to nine. Captain Branthwaite records his admiration of the conduct and skill of Coxswain Hammond and his crew.

In the long annals of British hardihood at sea, there are many such episodes, but perhaps not many finer examples of fortitude, kindliness and indomitable composure.

The war, protracted by supplying the enemy, did not end before the Company suffered a serious loss in the sinking of the Philomel. The Philomel was the finest ship in the fleet of the Company, of high speed and perfectly equipped. She was commanded by Captain H. J. Wilson (Commodore). Although the Philomel was the most valuable ship in the convoy, the naval authorities thought fit to place

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her at the head of the convoy and on its flank, thus exposing her to the first attack of a submarine. Sure enough, she was torpedoed between Brest and Bordeaux on 16th September, 1918. The officers and crew took to the boats, whence they were rescued by the U.S.N. patrol vessel Rambler. The Company conveyed to the Ambassador of the United States their thanks for the great kindness with which the officers and men of the Philomel were received by the Americans.

It is due to that splendid body of men, the marine engineers, to bear in mind that when a ship is in danger, the crew on deck can at least see what is happening, and if the vessel be sinking, they are near the boats. Not so the engineers, who are shut below in a steel box, knowing full well that mine or torpedo will burst the thin plates like paper, and will probably explode the boilers, flooding the stokehold with scalding water and smashing the engines into flying pieces of jagged metal. The engineers stay below until the crash arrives, when they do what they may.

Mr. H. Geach was second engineer in the Groningen, when she struck a mine. In total darkness, choked by the fumes, smothered in bilge grease and coal dust, Mr. Geach struggled from

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the back of the engines on deck. In the following year he was in the Halcyon, when she struck a mine, and again he escaped from below.

Mr. G. H. Gilkes was second engineer in the Vesuvio, when an explosion was followed by a flood of water which washed him to the back of the engine-room and to the top of the ladder. Next year he was second engineer in the Drake, when she was shelled by a German submarine, helping to work the engines until the floor of the stokehold was awash, together with Mr. Peters, who, as already mentioned, was chief engineer.

Mr. G. L. Pimm, a lad of twenty-one, was third engineer in the Hirondelle when she was torpedoed. The engine-room was immediately filled with water, washing Mr. Pimm away from the cataract of coals which was pouring out of the bunkers upon him. He tried to swim under water between the boilers; came up for air to find himself shut under the engine-room gratings, groped his way to an opening and emerged on the grating to find the door leading to the deck jammed fast. Bursting it open, Mr. Pimm had just time to get into the lifeboat. On his arrival in London, Mr. Pimm reported for duty, and went to sea again.

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From a photograph.

From the windows of the Head Office of the General Steam Navigation Company.

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EXTENDED OPERATIONS AFTER WAR

DURING the war, the Company lost by enemy action twenty-three steamships and many valuable lives of men; and their trade and passenger services were of course suspended.

Upon the cessation of hostilities, the Company went to work and picked up the threads of the various trades which had been snapped. Offices in Germany, Holland, Belgium, France and Italy were either reopened or established. The following branch offices, controlled through subsidiary companies, are now established on the Continent: in Germany, three; in Holland, three; in France, four; in Italy, one. The Company's principal office in Scotland was transferred from Edinburgh to Leith, and at Great Yarmouth they purchased a freehold wharf, on which has been erected a "free-goods" warehouse and a large bonded store.

In 1919, they acquired the goodwill of the steamship service between London and the Humber belonging to Messrs. G. R. Haller,

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Limited, and in the same year Messrs. Leach and Company, who had conducted the London and Ghent service for many years, transferred it to the General Steam Navigation Company. In September, 1919, the Falcon made the first voyage of a Company's ship to Hamburg since 1914, and the service is being maintained. The Company ordered ten new vessels, whose building was delayed and whose cost was seriously increased by a succession of strikes.

The Company have always been the principal means of transport between the United Kingdom and the continent of Europe, and now, at the age of a hundred years, the continuous extension of their influence shows that they retain all the energy and vigour of youth.

With their closely interlacing services between British and Continental ports, and by means of its British coastal communications, the Company have always performed valuable and necessary functions in relation to all the great ocean lines. Their closer association with the P. and O., British India and allied companies, brought about in the year 1920, under the auspices of the P. and O. Company's chairman, Viscount Inchcape, has not lessened the lustre of their already long and honour-

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able record. The ripe acquaintanceship thus effected has been of common advantage; which, to the liner companies, enures chiefly by the strengthening of their Continental agency position by means of the Company's comprehensive European organisation.

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CARGOES

THE whole of the vast and complicated operations of the General Steam Navigation Company, as of the entire Mercantile Marine, springs from one thing, and its name is cargo. It is therefore worth while to consider cargoes in some detail.

The ship lying alongside the wharf of the Company has parted, for the time being, with the attributes of a ship. She lies inert, passive, deprived of power and of motion. Her captain, after standing vigilant for eighteen stormy hours on the bridge, during which the port rail of the bridge was smashed by a sea, has gone home for a spell. The rest of the officers, save the officers who are keeping harbour watch, and her crew, are ashore. No sooner is the cargo out of the ship, stored or taken away under the superintendence of the wharfinger, than her outward cargo is hoisted into her and stowed. Her officers and men are on board; her fires are alight; life once more inspires her; and she goes to sea again.

The stowage of a cargo is a business demanding

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a high degree of skill. It is conducted under the superintendence of the master and of the chief officer, supervised by the marine superintendent. A record is kept in the cargo-book of the condition of each piece of goods received, and where it is placed in the hold. Cargo must be stowed so that it cannot by shifting alter the stability of the vessel, and so that one kind of cargo does not damage another kind. Hides, for instance, which emit a powerful odour, must not be stowed next to cases of tea. Heavy cargo should be stowed amidships; liquids should be placed at the ends of the hold at the bottom; bales and cases in the upper part of the lower hold. Upon the right stowage of the cargo depends the behaviour of a ship in a seaway. She will be what is called stiff or tender according to the position of the heavy weights in the cargo. If she is stiff, she will roll the more quickly; if tender, her motion is more deliberate; and as each vessel differs in the measure in which she possesses these qualities, each must be loaded according to her individual behaviour. If a cargo is all of one kind, such as grain or cotton or timber, various devices are employed to prevent it from shifting or catching fire.

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In December, 1903, the steamship Cygnet of the General Steam Navigation Company, was lost by fire in the Atlantic. She carried a mixed cargo of coal, 57 casks of binoxide of barium, old rope, 380 bags of ammonia, 80 casks of tallow, 81 casks of seed oil, 15 barrels of oil, 700 bags of manures, some scrap iron nails, and other goods, making in all about 2,000 tons of general cargo. One of the questions before the court held to investigate the matter, was, whether the barrels of binoxide of barium were properly packed and stowed, because it was suggested that under certain conditions binoxide of barium might ignite. The finding of the court illustrates the extraordinary care required in packing and stowing cargo. The binoxide of barium was contained in oak casks, hooped with iron. The casks were lined with glazed calico, and over the calico was a layer of glazed paper. The 57 casks, and the rest of the cargo, were properly stowed and secured from shifting. The court was unable to say how the fire was caused.

To the layman, the business of loading a ship looks as simple as packing a suit-case. It is, however, an achievement only to be accomplished by knowledge, skill and unrelaxing care. And even when the best has been done, some mysterious

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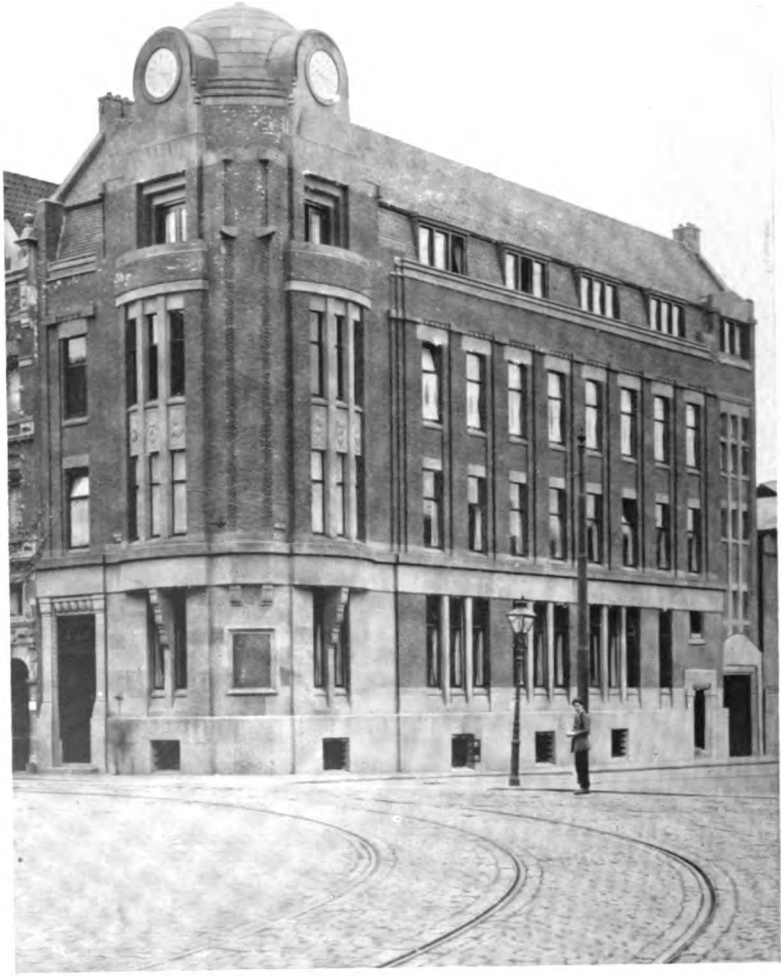

From a photograph.

Offices of the General Steam Navigation Company at Rotterdam.

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accident, as in the case of the steamship Cygnet, may defeat all precautions.

The supreme concern of the master of a cargo boat is the safety of the goods with which he is entrusted. He is responsible to the owners for both cargo and ship; and if he commands a passenger vessel, he is responsible for ship, cargo and passengers. First and last, the ship is a carrier. But because she does her duty in perpetual conflict with the unstable, dangerous and hostile forces of wind and sea and weather, an element of heroism, unknown in other callings, enters into her occupation. The sailor encounters danger as a matter of business. The master of a ship must be shrewdly versed in commercial affairs; and he must also be a seaman, skilled, imperturbable and daring; inured to hardship, fit to endure protracted toil, and setting the interests of those whom he serves before his own.

These men are not improvised. They are the heirs of the tradition of a thousand years. The General Steam Navigation Company is rightly proud of a hundred years' honourable record.

To-day, their ships ply regularly to and from the east coast ports, the ports of Germany, Holland, Belgium, France, Portugal and the ports of the

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Mediterranean. Apart from the Mediterranean, the Company conducts what is called short-sea trading; to distinguish that business from the running of liners upon long voyages, and the world-round wanderings of the tramp cargo-boat.

The public, who live on cargoes, seldom associate the goods which they buy in shops, and the things which are brought to them on plates, with the ships that carried them; and few people understand the immense quantity and the bewildering variety of the commodities stowed in a single sea-trading vessel.

A mixed cargo sent from London to Leith might consist of butter and margarine, tea, dried fruit, electric cable, motor-cars, wool and sheep-skins; from Leith to London, margarine, potatoes, whisky, iron and steel work, paper and live sheep; from London to Hull, wool, oil seeds, plumbago, margarine, sugar, hemp, tallow and turpentine; from Hull to London, oil, paints, blacklead, blue, starch, paper, tanning extract and soap; from London to Yarmouth, Lowestoft and Norwich, wheat, barley, oil-cake, sugar, paper and cocoa beans; from the same ports to London, herrings, which are smoked for the Mediterranean ports and salted for America, local-grown sugar, wire netting,

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From a photograph.

15 Trinity Square, London, Head Office of the General Steam Navigation Company.

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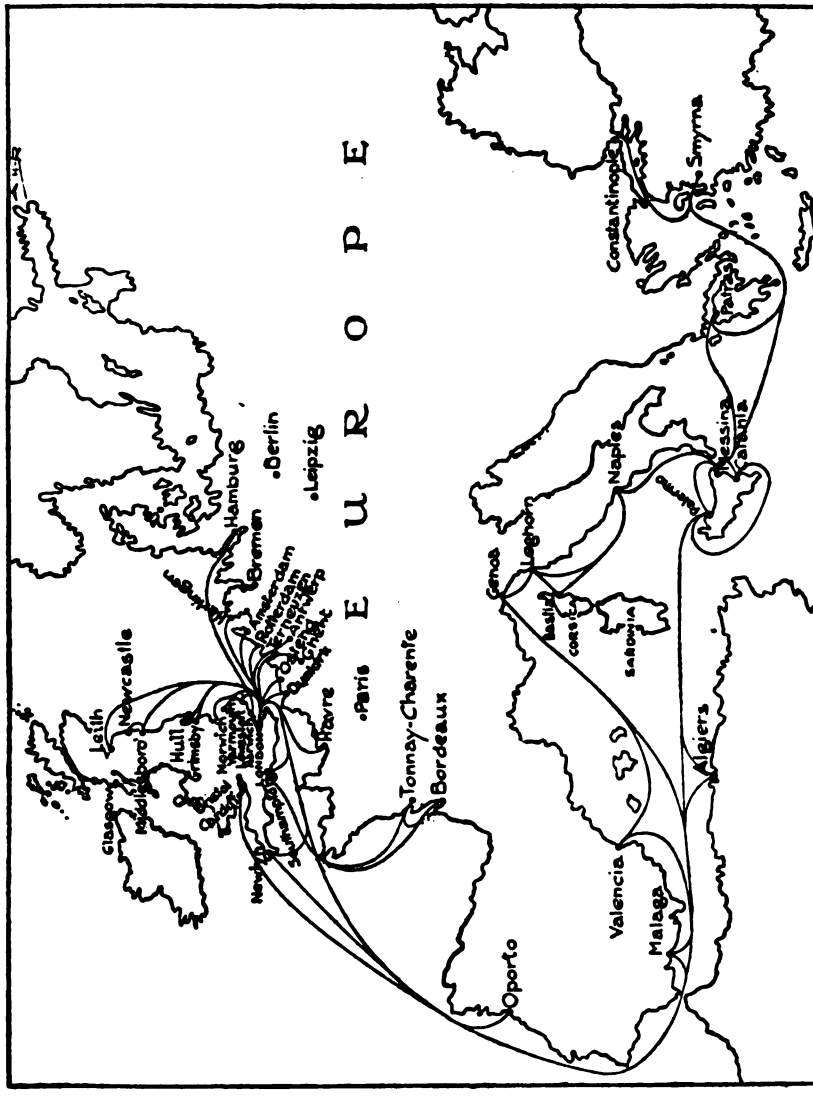

THE TRADE ROUTES OF THE GENERAL STEAM NAVIGATION COMPANY (1924).

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malt, preserved provisions, cocoa butter and seed for transhipment.

From Bordeaux, the ships of the Company bring prunes, pears, wine, brandy, rosin, turpentine, talc, tartars, walnuts, tanning extract, and wool from Mazamet.

Fresh plums are brought from Bordeaux to London in the summer, and in the winter the same kind of fruit arrives as prunes. The plums, partly boiled, become prunes, packed in small cases; or, wholly boiled, they are bottled and the bottles are packed in cases. The merchants of London export Bordeaux prunes all over the world; and these are everywhere sold in successful competition with the finest brands produced elsewhere.

Rosin and turpentine come from the pine forests of the western seaboard of France. For centuries the huge seas of the Bay of Biscay had been devouring the coasts of the low land stretching between the mouth of the Gironde and the frontier of Spain; when a clever French engineer was inspired to plant pine trees in the sand dunes. The forest barred the encroaching sea; and the rosin and turpentine it bears have made that barren land rich.

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Painted by J. Spurling.

The General Steam Navigation Company's *Halcyon*, 1924.

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Mazamet wool is wool treated at Mazamet, in the south-east of France; for the waters of Mazamet own qualities peculiarly suitable for the washing of wool. Sheepskins in bales are brought to London. From London they are carried by the ships of the General Steam Navigation Company to Bordeaux, whence they are sent by rail to Mazamet. After having been separated from the hides and washed in the waters of Mazamet, the wool is returned to Bordeaux, is carried thence by the Company's steamers to Hull, and thence into the Yorkshire mills. The hides are also treated at Mazamet and re-exported.

From the little, ancient port of Tonnay-Charente come the renowned brandies of France. During the last hundred years, the Company have carried nearly all the cognac sent from France to London. It may be said that three out of four glasses of good brandy sold in London were brought thither by the Company.

From Hamburg came sugar, packed in bags and cases, toys, glass ware, surgical appliances and fruit. Before the war, German beet sugar was shipped from Hamburg. To-day, the sugar shipped from Hamburg is, not German but, Czecho-Slovakian, carried in barges down the Elbe. About one tea-

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spoonful of sugar out of eight used in tea is brought by the General Steam Navigation Company.

Before the war, the Company sometimes conveyed lions, tigers, elephants, Polar bears and other feral beasts to and from Hagenbeck's menagerie at Hamburg. The trip seemed to cheer them up.

The toys shipped at Hamburg are for the most part made in Bavaria and Thuringia. Toy-making in the Nürnberg district and in the Thuringian forests has been the occupation of the peasants, parents and children alike, for generations past, and their skill in their delicate craft is hereditary.

From Holland come dead sheep and dead pigs, whose carcases make the passage hung on hooks; cheeses, among which the Edam and Gouda products are famous; sugar; liqueurs, the makers of which, the firm of Bols, claim to be the oldest commercial house in Europe; butter and margarine; peat litter; and bulbs, from the vast and beautiful fields, sheeted in bright colour, of Haarlem. Tea, tobacco and sugar from the Dutch colonies are transhipped in Dutch ports on board the Company's ships and in them brought to London.

The Company brings sea-water, stored in the

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ships' double bottoms, from the Bay of Biscay to fill the new aquarium at the Zoological Gardens. From the ships the sea-water is pumped into barges, which are towed up the Regent's Canal and brought alongside the Gardens.

One of the cargoes of the Company brought regularly from Holland consists of live eels. Upon their arrival in London River, the eels are discharged into lighters. In the lighters they are carried to the Dutch eel boats, or schuyts, which are moored off Billingsgate. In the schuyts, the eels are sorted into sizes and placed in tanks, whence they are taken by the merchants purchasing them. They finally appear as stewed eels upon the bill of fare of eating-houses.

The traffic in live eels, concerning which the feelings of these fish—if they are fish—have not been consulted, is of considerable antiquity, dating from the early fifteenth century, when it appears that the City Corporation made some attempt to control the aliens bringing eels to London River. The Dutch eel boats have moored off Billingsgate for centuries. Whether or not they own a prescriptive right to their moorings is uncertain; but the Dutchmen, taking no risks, fulfil nine points of the law by arranging that the moorings shall

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never be vacated, one or more schuyts always lying there. In the *History of the Port of London*, by Sir Joseph G. Broodbank, it is stated (p. 67, vol. i.) that when in the reign of William Third, the importation of fish carried in foreign ships was prohibited, an exception (among other exceptions) was made in favour of the Dutch eel boats, perhaps by reason of a natural partiality for the Hollanders, if not for their eels, on the part of William of Orange. It is certain that the schuyts now moor at the same moorings as they occupied in the seventeenth century. Now, instead of sailing from Holland, they are supplied by the ships of the General Steam Navigation Company.

A notable cargo carried by the Company after the Franco-German War of 1870, was the gold exacted by the Germans from the French. In 1878, the Penguin, Captain J. S. Marshall, was laden with the last quarter of a million of the indemnity, the famous "Spandau sovereigns," which she carried to Hamburg. At the mouth of the Elbe, a fog descended and the Penguin dropped anchor. As she was getting under way a German steamer ran into her, the stem of the German cutting into the after-hold and deck of the Penguin three inches above the water-line and penetrating

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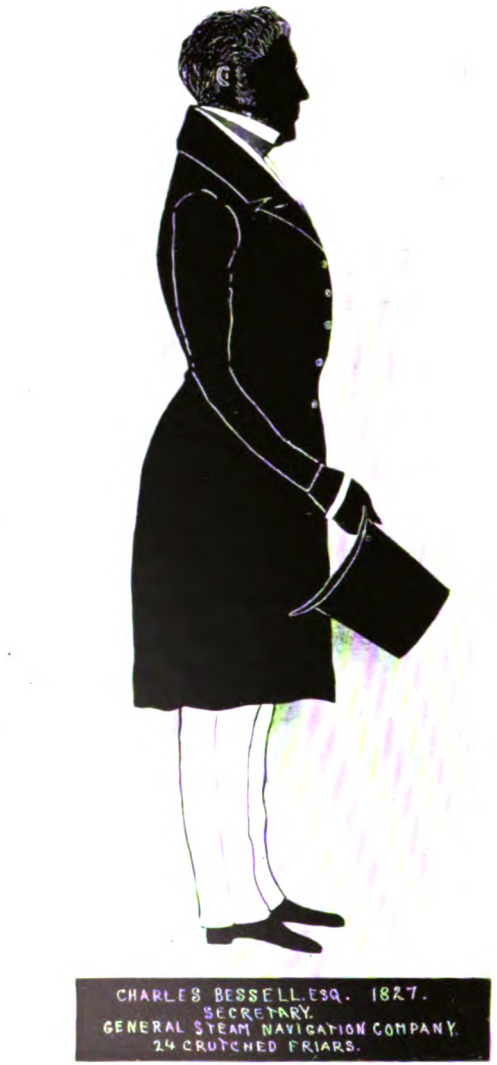

From a silhouette in the possession of the G.S.N.C.

The Secretary, 1827.

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within three inches of the bullion. The Penguin, after being listed, went on to Hamburg and there discharged her cargo. Thence the treasure was taken by the Germans to the castle of Spandau. During the Great War, some of the Spandau sovereigns came into circulation. The second mate in the Penguin was Captain J. H. Wills, who is to-day Marine Superintendent of the Company.

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ORGANISATION

THE whole of the work done at sea, at the quays, in the warehouses, and in the ship-repairing yard is day by day and hour by hour as it were reflected upon paper. Shipowning is a commercial business; and in all commerce (except the Chinese) every transaction is recorded. The paper work is accomplished in the dignified, spacious and airy offices of the Company at 15 Trinity Square, whose upper windows overlook the noble range of the Tower buildings.

Here are established the various departments of a great shipowning industry: including the management; the secretariat; the passenger department; the book-keeping and cash departments. Above all, is the Board of Directors, who meet in their teak-panelled room on the first floor, adorned with lively pictures of the first steamships and high-collared silhouettes of the first Directors attired in the costume of the Regency. The Directors of the General Steam Navigation Company maintain the Company's tradition of skilled

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personal management. The Directors are all men who understand their business and attend to it every day. Their relations with their staff are personal. Every member of the staff, from the head of a department to a foreman of lumpers on the quay, is made to feel that the Board is interested alike in the manner in which he does his work and in his welfare. Every industry must be conducted upon a system of fixed rules and fixed hours; and every industry may either be conducted upon the principle that its staff are working parts of a machine in business hours and cease to exist outside them; or upon the principle that the staff are in fact human beings. The one is the purely commercial, and therefore a false, principle. The other is the true principle of service.

It is often said, and apparently with sincerity, that it pays an employer to deal fairly and humanely with the people he employs, because under that treatment they will do their best work. The assertion is probably true; but the flaw in the argument is that as a matter of fact the good employer is inspired by quite other motives.

As in a ship, a regiment, a public school, the character of the heads radiates an invisible influence throughout the whole company. The ideal of the

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business held by its directors, although it may never be defined in words, is inevitably impressed upon the minds of those whom they employ in its conduct. Here, and here alone, resides the reconciliation of the insane quarrel between capital and labour, names to which a dense confusion of thought has attached wholly wrong meanings.

A great industry, such as shipowning, upon whose right conduct depends the health, welfare and prosperity of the people of this country, may be figured in the abstract, and for the sake of convenience in describing it, as a great machine composed of ships and wharves and warehouses and offices, revolving of its own motion, and into which the men and women who serve it come and go, mere units of force, whose sole duty it is to perform an allotted task. This is the dream of the political economist, whose business it is to translate a living thing into graphs and other mathematical symbols; whereupon the public immediately mistake the symbol for reality.

The truth is that an industry is composed entirely of persons. Its external appearances; ships, wharves, warehouses, offices; these are nothing but the expression of the minds of persons, in which they existed before they became material objects.

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The industry itself is wholly an affair of the mind. Its various parts are daily made and remade in the minds of all engaged in it; and in the minds of the directors the business exists as a whole, to be perpetually adjusted in detail to the changing needs of the hour. A balance-sheet indicates one aspect of the prosperity of an industry in terms of money or of money's worth. But the true qualities of a business cannot be expressed in figures, although they may be understood.

It is related of the late Earl of Beaconsfield that in his younger days he walked into the discreet apartment of a money-lender, and requested that capitalist to lend him twenty thousand pounds. The money-lender asked what was the security. "My reputation," said Disraeli, simply; and he received the money. For Disraeli's character had made his reputation; and character is everything.

A strong industry, fit to withstand the vicissitudes of fortune, must be founded on character, and built up by character, and maintained by character. Begun by a man, or by a group of men, of virtue and ability, a business is increased by the gradual enlistment of more men of virtue and ability. It is of course possible to create an immense concern in default, and even in defiance,

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of these qualities; and how long does it last? Certainly not for a hundred years, which is the record of the General Steam Navigation Company.

The true purpose of industry is not to make money but to enrich the life of man. During their hundred years of steady work, the General Steam Navigation have faithfully served the public in their task of sea trading, bringing food and goods into the country, taking away commodities to be sold in exchange abroad, and thus doing their part to redress the uneven balance between the producers of food and the manufacturing population, which, for a hundred years, has caused so great poverty in England. The officers and men who serve the Company are proud of their service and proud of the Company, which stands as a notable example of the British Merchant Service.

As it is the main purpose of the Royal Navy to protect the sea traders, so it is upon the Merchant Service, together with the Navy, "under the good Providence of God, that our wealth, prosperity and peace depend."

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THE SEA TRADERS

THE wharf is Brewer's Quay on London River, next door to the Tower of London, belonging to the General Steam Navigation Company; and the steamship is one of the cargo boats belonging to the General Steam Navigation Company; and the time is the forenoon of a winter's day, in the year of grace, 1924.

Lying alongside the wharf, the steamship, like a patient beast of burden, is having her cargo discharged. Into each of her two great holds, one forward and one abaft the deck-house, a tall electric crane dips its wire runner armed with steel claws, which emerge grasping a sling of sugar, or of potatoes, or a scale-board loaded with cases. The burden is lowered to trolleys, and thence it is unhooked by sturdy skilful men, and wheeled into the adjoining open shed. Or the load is swung right over the roof of the low warehouse fronting the wharf, into the warehouses behind; or it is wheeled across Lower Thames Street to the warehouses on the other side.

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Upon the quay itself, and in the twilit recesses of the open shed, are ranged rows of wine-barrels and piles of sacks, and stacks of wooden cases branded with a description of their contents; such as butter, and cheese and chicory and lard and pickles. For the steamship's business is to feed London.

On any given day, the stock in the warehouses at Brewers Quay may be reckoned at 30,000 cases of tea, 10,000 bags of sugar, 2,000 casks of wine, 40,000 cases of milk, among other goods.

Beyond her, lying out in the stream, another cargo boat, her hull painted black with a white ribbon, awaits the discharge of her cargo. Black, square-ended lighters, the porters of London River from time immemorial, lie alongside. Beyond again, the serried steamships lying in the stream, are wrapped in drifting smoke and clinging vapour. A dim ray of sunlight makes a pool of light upon the circling water, touches the high pinnacles of the Tower Bridge with gold, fades and is gone. All through the hours of the sad winter daylight dying into lamp-lit dusk, as all through the hours of summer sunshine, when the iron of the bollards is hot to the touch, the tall cranes jar and rattle, the lumpers shift the cargo coming out of the ships,

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and stow the cargo going into the ships, and the narrow stony street running between the high warehouses, like a river bed deep sunken between two sheer precipices, is thronged with vans and drays and lorries, loaded with goods for London Town.

At night, the steamships laden with meat, and the steamships bringing vegetables and fruit, draw alongside the wharf, and disgorge huge carcases of meat, which are piled into vans and carried to Smithfield in time for the early market, while the vegetables and fruit go to Covent Garden. The noise of strong hoofs striking the ground, and the roll of wheels, reverberates in the arched tunnel leading from the wharf to the street, which is lighted below by an unearthly glare, and whose straight walls rise into the dark and are lost in wavering shadow. This is Port of London, whence the people of London are fed. Here is but one wharf, of the miles of wharves at which the cargo boats of the British sea traders are loading and unloading, by day and by night, the year in and the year out, at the great ports.

The full names of Brewer's Quay are Brewer's Quay, Chester's Quay and Galley Quay, originally three quays, now one. (Galley Quay was so called

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because the galleys from Genoa used to discharge their cargoes of wine there.)

The Company also own another quay, Irongate and St. Katharine's Wharf, which lie below the Tower and immediately below the Tower Bridge, adjoining Irongate Stairs, where the late Mr. Pepys used to take boat to his business or his pleasure.

From Brewer's Quay to Irongate Wharf the way lies across the broad terrace of the embankment separating the outer walls of the Tower from the river, past the guns pointing out across the stream, and the sentries, and a Yeoman Warder in the stately uniform of King Henry Eighth, standing in the sunny angle of an archway. On the left hand, the long battlemented wall and the great range of stone towers rise upon the winter blue.

The arch of Traitor's Gate, a portal of terror no more, spans what was the entrance from the river, but which is now a dry paved moat. The ships coming up with the tide no longer pay tributes of "a roundlett of wine" and "of daynties a certayne quantitie" to the Lieutenant of the Tower; nor do the vessels of the General Steam Navigation Company, bringing wine from Bordeaux, drop on the Tower Wharf a couple of flagons, the per-

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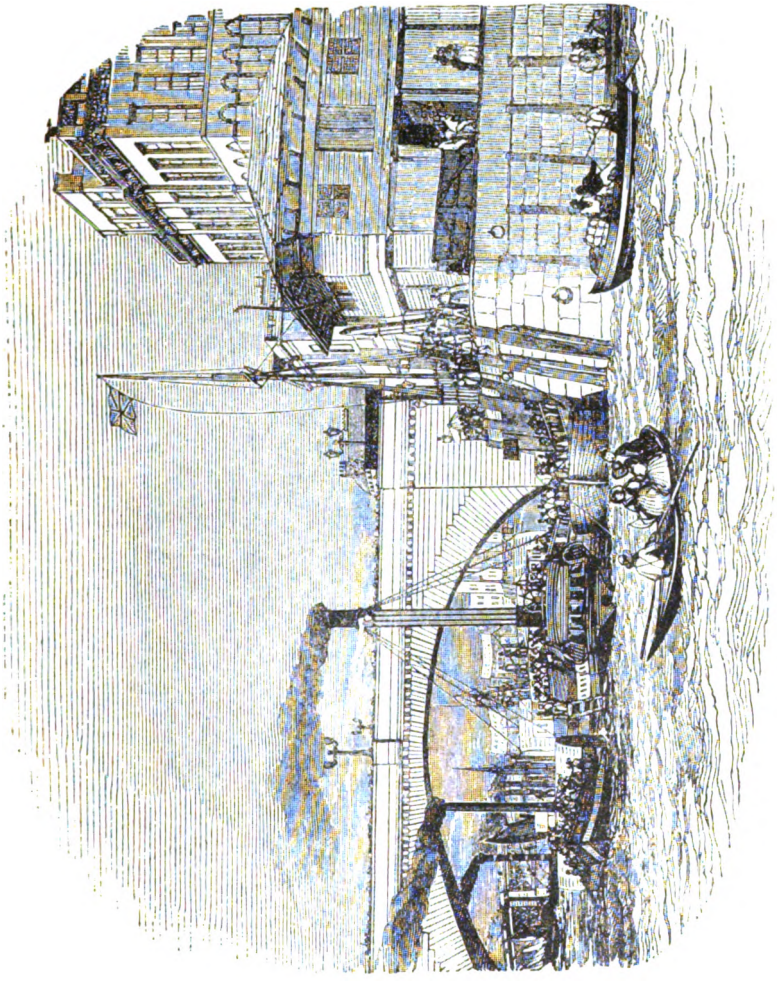

LONDON BRIDGE WHARF IN DICKENS' TIME.

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quisite of the Constable, which their sailing ancestors duly paid.

In the gigantic shadow of the Tower Bridge, moored against Irongate Wharf, lies the passenger steamship Woodcock, a survivor of the Company's fleet of passenger ships, many of which were lost in the war. From the wooden wharf spire the latticed cranes, their webbed lines interlacing in a rust-hued thicket, as though some magic woodland growth were petrified. It is the dinner-hour, and the wharf is deserted and very quiet.

Beyond, lies St. Katharine's Wharf, opening into St. Katharine's Dock, a square pool closed in by staid warehouses, which are open on the ground floor. Here stood the hospital of St. Katharine, founded by Queen Matilda, wife of King Stephen; and here also stood the chantry founded by Queen Philippa, wife of King Edward Third. Hospital and church remained the personal property of the Queen of England, and therefore were they spared by King Henry Eighth, but not by the Parliament of 1825, which passed the Act incorporating the St. Katharine's Dock Company.

The St. Katharine's Dock was so designed that cargo might be unloaded from the ship alongside

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Drawn by W. L. Wyllie, R.A.

The Pool and Saint Katharine's Wharf.

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the quay directly into the warehouse, instead of unloading the cargo into a transit shed to be first sorted and then distributed. The arrangement is suitable for cargo which is all of one kind, but not for mixed cargoes which must still be sorted for distribution, and the plan of St. Katharine's Dock has not been repeated elsewhere.

The General Steam Navigation Company rent a part of St. Katharine's Dock; and their cargoes are neatly stored in the open lower story, white-washed and clean like a monastery, and above it in the chambers of the warehouse. The Company's Belgian, Dutch, Northern France and east coast cargoes are loaded and discharged at the quays inside St. Katharine's Dock and adjacent to it, at the British and Foreign Wharf, Harrison's Wharf, and Carron Wharf, so that their berths extend for over half a mile, from the Tower Bridge down-stream to St. George's Stairs. The Company also use loading and discharging berths at the north, south and east quays in the London Docks; on the south side of the river, at Butler's Wharf; and on the north side of the river above the Tower Bridge, at Fresh Wharf, which lies immediately below London Bridge. It was upon this very wharf stood Mrs. Gamp, looking for that particular

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vessel among "them confugion steamers" which she described as the "Ankworks Package." "'And I wish it was in Jonadge's belly, I do,' cried Mrs. Gamp; appearing to confound the prophet with the whale in this miraculous aspiration. . . . 'One might easy know,' added Mrs. Gamp, 'yon was man's invention, from your disregardlessness of the weakness of our naturs, so one might, you brute!'"

Up and down the river, among the dockers and the sailors and the folk of the waterside, move the men and women of Charles Dickens, invisible yet real, even more real than flesh and blood. Gaffer Hexam still plies his boat with Lizzie holding the tiller-ropes. Below bridge, Miss Pleasant Riderhood still keeps the Leaving Shop in Limehouse Hole. If not The Six Jolly Fellowship-Porters, the "narrow lopsided wooden jumble of corpulent windows heaped one upon another as you might heap as many toppling oranges, with a crazy wooden verandah impending over the water," in which Miss Abbey Potterson dispensed good liquor and sound justice, then the very counterpart of that admirable tavern is remarked by the passenger voyaging in a steamship of the Company to-day.

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Lower down, within view of the noble domes of the Palace of Greenwich, the ship-repairing yard of the General Steam Navigation Company opens on the river in front, and at the side on Deptford Creek, which forms a small natural harbour, in which vessels needing repair are moored alongside the wharf, adjoining the shops. Here the Company repair their ships, so that they are returned to service in the shortest possible time.

Deptford, the home alike of the first ships of the Royal Navy and of the Merchant Service, is associated with the foundation of the General Steam Navigation Company. Mr. Thomas Brockelbank built at Deptford the small steam vessel whose achievements encouraged him to take part in the formation of the Company. Two among the first steamships of the Company, Harlequin and Columbine, were built on the banks of Deptford Creek.

The Company purchased in 1825 the land adjoining Deptford Creek on which their repairing works now stand. The place is called The Stowage, derived from "storage," because here used to be the storage sheds of the Honourable East India Company.

Set back from the edge of the wharf is the group of shops: fitters', brassworkers', shipwrights',

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carpenters' and joiners', and blacksmiths' shops, and the sail-making loft. Except for the clatter of riveting hammers, the whole yard is pervaded by the quiet of the riverside, and the peace of running water. Shops, roadways, open spaces and wharf alike are as neat as a drawing-room. Here are no slovenly heaps of scrap iron nor disorderly accumulations of derelict material. Such articles as spare propellers and disused parts of machinery are arranged orderly as in a ship. The shops are swept, airy and light. That cleanliness and order are significant. They signify a pride in the place. The same spirit of quiet competency is observable among the men, who bear themselves as good workmen who have been thoroughly trained in one of the best engineering yards on London River.

Apprentices of the yard won in two successive years the shield presented for the best work in an apprentices' competition, by the Association of London Engineers' Foremen. Many of the men trained in the yard occupy high positions in the Company's service and elsewhere.

Some years ago, the Vice-Chairman of the Board made a presentation to three workmen who had each served the Company for sixty years. The

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pleasant little ceremony was conducted in the great engineering shop, black-floored and lofty, the glistening row of machines on either side, the scene of those sixty years of honourable toil.

The present superintendent of the yard has served the Company for forty-eight years; and the chief cashier entered the Company's service in 1867.

Two among the staff of the yard represent the fourth generation in the Company's service. The average number of men employed is about three hundred.

Watch the men at the closing hour walking leisurely to the entrance lodge, there to give up their time tickets. Well set-up, well dressed, courteous, they are as fine a body of men as you will find. Here is nothing of that savage and defiant rush to be witnessed elsewhere, when five minutes before the bell rings, wild men and frowsy lads line up as if for a foot-race, and at the stroke of the hour take to their heels.

The chief cashier, to whose interesting reminiscences I am indebted for much pleasant information, remembers when the foreman and some of the men came to work in top hats.

Up to about 1869, the factory hours were 59 a

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week, ending at 4.30 on Saturdays. They were reduced to 54, and are now 48.

In so far as a piece of machinery may symbolise anything, the massive crane heaving its huge jibs above the wharf of the yard, symbolises the sturdy quality of the Company. The crane was built in the year 1887, when the little Princess Victoria became Queen of England. At first worked by hand, it was afterwards equipped with steam-power, and lifts its forty tons to-day.

In the yard are kept the ships' stores: lamps, brooms, spare rigging, sails, stewards' stores, and all the fascinating miscellany of a ship's equipment, methodically arranged in the long dim chamber, ceiled and floored with stout timber, one end of which opens on the river, in the office building. The store was built in 1872, by a working bricklayer who worked with his men, and a joiner in the service of the Company, which found the material.

In the office building, whose departments all disengage the same impression of contented competency and ship-like neatness, on the first floor, approached by a flight of steps like a ship's ladder, the Committee-room looks out upon the yard. The old, mellowed walls are hung with dim oil

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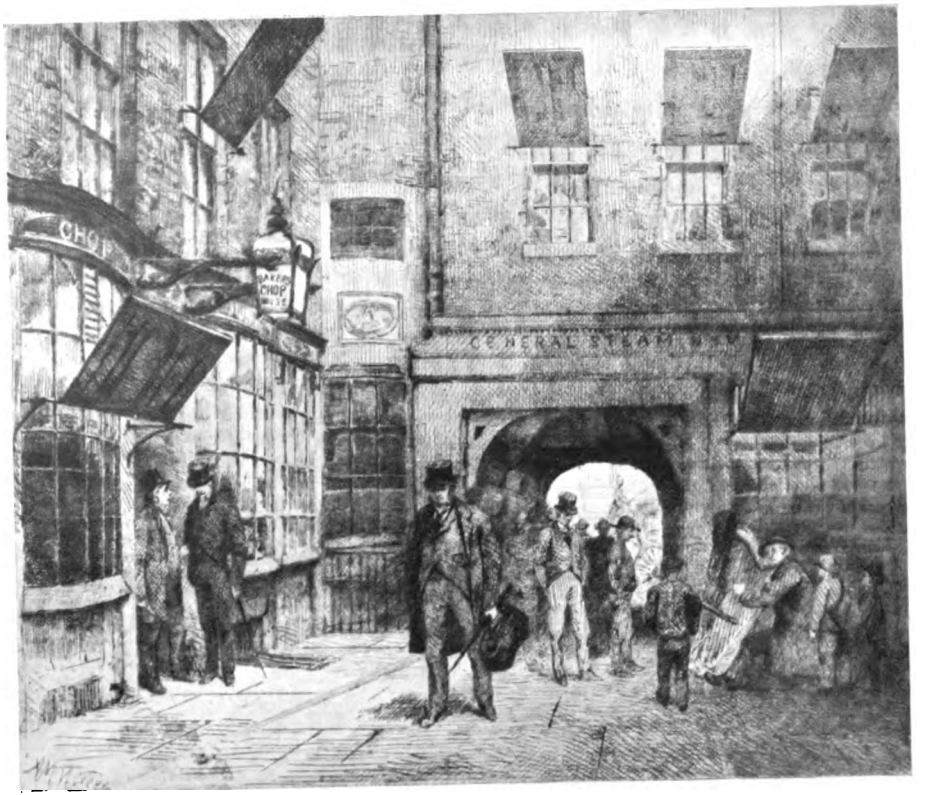

From an old print.

Change Alley in 1874, showing the back of the Company's offices at 71 Lombard Street.

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paintings of famous vessels, among which is the Trident, flying the Royal Standard at the main, in which Her Majesty Queen Victoria was a passenger, and the models of other notable ships of the Company. Here is the model of the second Eagle, Captain Bass, which carried passengers from London to Margate and Ramsgate in the summer. She raced and beat her competitor, the Albert Victor, belonging to a rival firm. The third Eagle, a paddle steamer like her ancestors, is moored in the stream, waiting a fresh coat of paint and the coming of the spring.

The craftsmen who shaped the first model of the Oriole never thought she would go down with all on board, completely done to death by a German torpedo. Another model recalls another ship sunk by the enemy. Her captain was taken on board the submarine, to find that one of the German officers had dwelt in Lewisham before the war, and had been so to speak a neighbour. What an officer in the Imperial German Navy was doing in Lewisham does not appear; but evidently he retained pleasant memories of South London; for, passing the cigarettes, he chatted pleasantly with the British master of the good old days in dear old Lewisham.

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The first offices of the Deptford factory were in the low white building near the entrance, on the right, now used as a store. At that time, the piece of ground adjoining the factory on the north side, now occupied by the vast buildings of the London Electric Supply Corporation, was waste land upon which a Greek merchant found convenient storage for barrels of oil. Next to the London Electric Supply Corporation's works and opening into the yard, are the house and garden of the superintendent of the factory. Here is an old malt-house, indicating that there was once a brewery in that place.

On the landward side of the factory, extends the dim wilderness of squalid streets which is South London. Between these decaying acres of crowded penury, and the other world of the broad and wind-swept river, the factory makes a little oasis of contented industry. The wheels spin in the shops, the hammers ring, the air blows freshly from the distant sea. The tall dark buildings rising on the further side of the creek frame a prospect of the domes and towers of the Palace of Greenwich, given by King and Queen of old to sailormen. Lying in the creek, a gay-painted barge broods upon the shining water, her red sails furled. Beyond, her

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black hull gleaming in the misty sunlight, a cargo boat goes silently down with the tide. She flies her house flag at the main, white, bearing a red globe, the badge of the General Steam Navigation Company.

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APPENDIX

PERSONAL.

THE average number of men employed daily in this country directly by the Company is 2,797, of which number 880 are employed afloat and 1,917 on shore. There are in addition the large number of men engaged by other persons, employed in loading and discharging the Company's ships at the wharves and docks.

At the Irongate and St. Katharine's Wharf are employed: some sixty office workers; over a hundred persons on the permanent staff employed by the week; and an average of 350 men employed by the day.

Although about three-quarters of the dockers (or lumpers) are what is known as casual labour, engaged daily by the Company's foremen, in practice the same dockers work throughout the week, thus enjoying stability of employment; and they are rewarded for good work by being promoted, as vacancies occur, into the permanent grade.

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The servants of the Company are not entitled to pensions, but long and faithful service is recognised by the grant of a retiring allowance. Pay day, when those who have given their working lives to the Company come to draw their allowances, is like a schoolboys' holiday, when the old boys arrive to talk over old days. Sailors never grow old, and the sea life ever develops the nobler qualities in human nature, and among sailors the best of men are ever numbered.

The record for length of service was held by Captain Gilbert Scott Marshall, who was on the books of the Company for eighty-two years. When he joined the Company, William Fourth was King; and when Captain Marshall, in 1917, set sail on his last and greatest voyage, King George Fifth had reigned for seven years.

Gilbert Scott Marshall was born in 1821, three years before the Company was incorporated, whose service he entered in 1835 at the age of fourteen. At eleven years of age he went to Greenwich School, at which hardy establishment the wearing of flannel garments by the boys was forbidden, and their ablutions, summer and winter, were performed at the pump. Once a year, the boys assembled in the Painted Hall of the Royal Hospital, where

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they gave three cheers for King William Fourth. The greater part of Captain Marshall's service was in the Company's London and Hamburg trade. As already related, Captain Marshall conveyed from London to Hamburg a considerable proportion of the French indemnity paid by France in English gold to Germany after the Franco-German War of 1870-71. When he was in command of the John Bull, Captain Marshall was frequently visited by Charles Dickens. Upon his retirement, the merchants of Hamburg presented Captain Marshall with a testimonial of their regard for him.

In the early years of the Company, Mr. Joseph Beardmore rose from assistant engineer in one of the Company's ships to be superintendent of the marine staff. His two sons became his assistants. The elder son, William Beardmore, left the Company's service about 1868 to become a partner in the firm of Rigby and Beardmore, of Parkhead Forge, Glasgow, and his son became head of the great shipbuilding firm of Beardmore and Company.

In the days when Mr. W. S. (afterwards Sir William S.) Gilbert was inditing his *Bab Ballads*, the General Steam Navigation Company was

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already a national institution, renowned for the austere moral character of its officers. For when the fisher-maiden Babette (in "Babette's Love") declared that—

> "'Of one alone I nightly dream,
> An able mariner is he,
> And gaily serves the Gen'ral Steam-
> Boat Navigation Companee.
> I'll marry him, if he but will——
> His name, I rather think, is Bill. . . .'"

the captain of the Company's ship in which Bill was serving as a foremast hand was shocked and grieved.

> "The *Panther's* captain stood hard by,
> He was a man of morals strict:
> If e'er a sailor winked his eye,
> Straightway he had that sailor licked,
> Mast-headed all (such was his code)
> Who dashed or jiggered, blessed or blowed."

Mr. W. L. Wyllie, R.A., who remembers the Panther—her real name was Moselle—says that there were two Bills, both able seamen, on board; and that nobody knew which of them was the careless sailor whom Sir William Gilbert had observed to captivate Babette while he was—

> "'Reclining with an easy air
> Upon the *Port* against a post. . . .'"

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The Moselle was commanded by Captain Paine, who was known and esteemed by the many passengers travelling to and from the Continent.

The captains of those days considered it a matter of etiquette to attire themselves in silk hat and frock coat upon their regular visits to the office of the Company.

The friendly relations which have always existed between the Directors and their staff, and among the members of the staff, extend beyond the hours of business. For many years there have been social gatherings of all kinds. There are cricket, football, miniature rifle, swimming and glee clubs. In 1901, the cricket club, having won the challenge cup presented by *Syren and Shipping* for three years in succession, secured its possession.

In the season 1923-4, the Football Club entered the Middlesex County Amateur Football League, Division II., and at the end of the season, having reached the first place, they won the inter-divisional cup.

In 1923, the Chairman presented to the staff the magnificent sports ground at New Beckenham. A sports club was formed for cricket, tennis, bowls and football, and every encouragement to enjoy athletic recreation is given to the staff. Every

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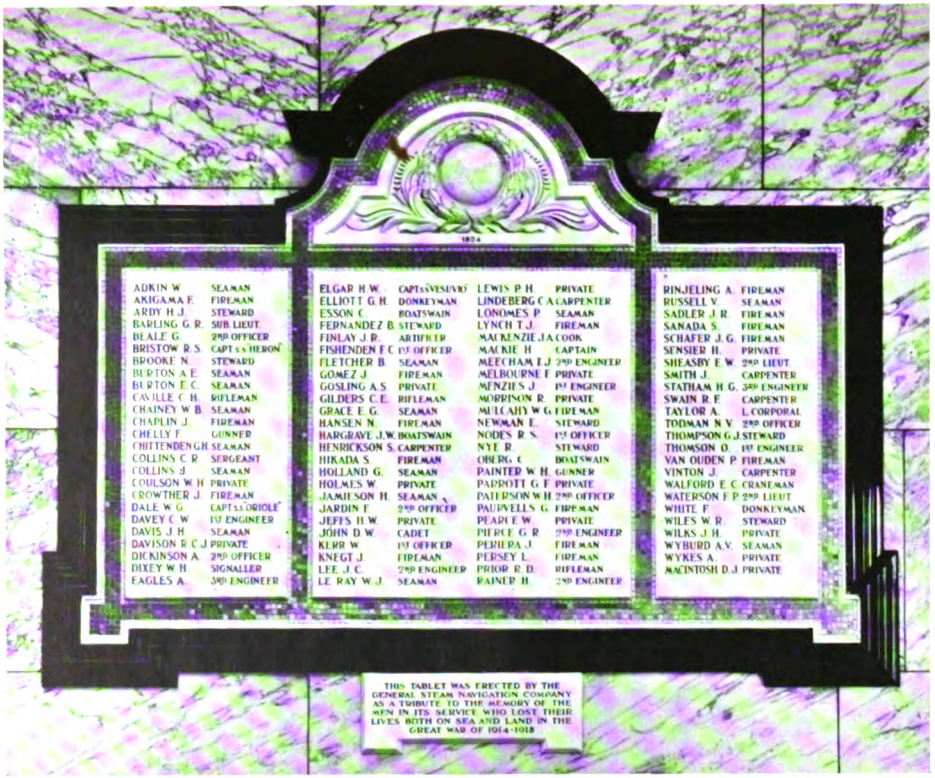

The Roll of Honour of the Company.

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summer an athletic sports day is attended by large numbers of the staff, including the staff afloat, their wives, families and friends. During the winter, an annual Bohemian concert is held, and the dances, which take place at regular intervals, are always numerously attended and heartily enjoyed.

The services rendered in the Great War by the Company and by their staff have already been indicated. In July, 1921, the memorial tablet erected to the memory of those who lost their lives was unveiled by Admiral of the Fleet Earl Beatty, and was dedicated by the Bishop of Willesden. The occasion is recorded in the minutes of the Company as follows:

Extract from the Minutes of a Meeting of the Board of Directors held at 15 *Trinity Square, London, E.C.* 3, *on Thursday,* 14*th July,* 1921.

"The War Memorial Tablet erected on the north wall of the General Office as a tribute to the memory of the men in its service who lost their lives on sea and land in the Great War of 1914-1918, was unveiled on Wednesday the 13th July, 1921, at 12.30 p.m., by Admiral of the Fleet Earl Beatty, G.C.B., O.M., G.C.V.O., D.S.O., D.C.L., and dedicated by the Right Reverend Doctor Perrin, Bishop of Willesden, in the presence of a number of relations and friends of those who made the great sacrifice. There were also present:—

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Viscount Devonport, Chairman, and Lord Ritchie of Dundee, Vice-Chairman, of the Port of London Authority, Sir Owen Phillips, Chairman of the Chamber of Shipping, Sir Duncan Carmichael, Sir August Cayzer, Bart., C. F. Torrey, Esq., W. Langridge, Esq., Edward Haslehurst, Esq., and the Directors of the Company:—Richard White, Esq., Chairman, Captain H. B. Hooper, R.I.M., Vice-Chairman, C. H. Glyn, Esq., W. J. McAlister, Esq., W. K. John, Esq., Secretary, Stanley Sparkes, Esq., M.B.E., and Captain J. H. Wills, Marine Superintendent."

SOME PARTICULARS OF FORMATION AND DEVELOPMENT.

At a meeting held on 29th June, 1824, at Custom House Quay, of gentlemen interested in forming the new Company, the following prospectus was approved and ordered to be printed and circulated. This is the first prospectus of the General Steam Navigation Company.

Prospectus of The General Steam Navigation Company.

It having been considered by the most experienced individuals, many of whom are engaged in steam navigation, that the formation of a Company can alone bring it to the fullest state of perfection; can be useful to the Country by expending capital and giving encouragement to the united talents of the Engineer, Shipwright and Mechanic; also

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profitable to those engaged in it by affording them the means of establishing between the United Kingdom of Great Britain and such places as may be deemed advisable a certain and expeditious intercourse for the conveyance of passengers, merchandise, etc.

These conditions having induced several respectable individuals to form The General Steam Navigation Company for the purpose of trading with vessels navigated by steam to those Countries in the first instance which have been visited; among which are India, North and South America, Portugal, Spain, France, Holland, Russia and the Ports in the Baltic, also from London to the different Ports of the United Kingdom of Great Britain, and to station steam vessels at those points on the British Coast where most needed for the purpose of towing and assisting such vessels as may be detained by contrary winds or otherwise.

As this object is not to be accomplished in its fullest extent without the aid of considerable funds, the Company have determined on raising a capital of £2,000,000 sterling to be divided in shares of £100 each. The operations of the Company must at the commencement necessarily be limited. It is therefore intended to call upon the shareholders 10 per cent. only upon every £100 share during the first year in four equal payments of £2 10s. each, which it is calculated will produce a sum sufficient for immediate purposes, consequently no further payment will be required until after the profits shall have been divided amongst the shareholders to such an amount as will render an increase to the establishment necessary and advisable. Applications for shares to be addressed post paid to The General Steam Navigation Company at Mr. W. J. Hall's, Custom House Quay, 30th June, 1824.

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At a meeting on 27th July the following gentlemen were elected Directors:

Matthias Attwood, Esq., M.P.	William John Hall, Esq.
Sir Edward Banks.	Hylton Jolliffe, Esq., M.P.
William Bell, Esq.	William John Jolliffe, Esq.
Thomas Starling Benson, Esq.	John Jones, Esq.
Thomas Brockelbank, Esq.	Lieut.-Col. Landmann, R.E.
James Henry Deacon, Esq.	Henry Mylius, Esq.
W. John de Buck, Esq.	Charles Pearson, Jnr., Esq.
William Castell Damant, Esq.	Michael Shepley, Esq.
Thomas Hamlet, Esq.	John Wilkin, Esq.

In July, 1824, the following prospectus was agreed by the Directors and copies were ordered to be sent to town and country bankers, the Directors of the East India Company, His Majesty's Ministers, Members of both Houses of Parliament, the Lord Mayor and Court of Aldermen, to Lloyd's Coffee House and the principal mercantile houses in London, Liverpool, Manchester and elsewhere.

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September, 1824.

THE PROSPECTUS OF THE GENERAL STEAM NAVIGATION COMPANY.

CAPITAL, £2,000,000.

Directors.

Matthias Attwood, Esq., M.P.	William John Hall, Esq.
Sir Edward Banks.	Hylton Jolliffe, Esq., M.P.
William Bell, Esq.	W. J. Jolliffe, Esq.
Thomas Starling Benson, Esq.	John Jones, Esq.
Thomas Brockelbank, Esq.	Lieut.-Col. Landmann, R.E.
James H. Deacon, Esq.	Henry Mylius, Esq.
W. John de Buck, Esq.	Charles Pearson, Jnr., Esq.
William C. Damant, Esq.	Michael Shepley, Esq.
Thomas Hamlet, Esq.	John Wilkin, Esq.

Auditors.

Captain James Duberley. James Lett, Esq. Jacob George Wrench, Esq.

Trustees.

Matthias P. Lucas, Esq., Alderman. William Thompson, Esq., Alderman, M.P. John Peter Robinson, Esq.

Bankers.

Messrs. Spooner, Attwoods and Co.

Solicitors.

Messrs. Tilson and Preston, 29, Coleman Street.

The National benefits resulting from the power of Steam, are so universally acknowledged, that it appears unnecessary to dwell upon its many advantages. By its application, Ships are enabled to enter and quit Harbours regardless of

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winds or tides, and it affords the most flattering prospects of connecting the remotest parts of the Globe by a more safe and rapid communication.

The views of this Company, are to enlarge the present limited operations of Steam-Navigation, to the widest extent to which it can be accomplished, with a fair prospect of success. The most cautious calculations, made by scientific and experienced persons, as also the practical knowledge of the Directors, justify them in assuring the Public, that the profit will amount at least to 15 per cent. upon the Capital employed.

The Capital of £2,000,000 to be divided into 20,000 Shares of £100 each: an immediate payment of £2 10s. per share will be called for, and a further sum of £7 10s. by Instalments of £2 10s. each, only as it may be required.

No Sum beyond the £10 per share will be demanded, until after the Nett profits shall have been divided amongst the Shareholders at a General Meeting, and they shall have determined whether it will be necessary and advisable to encrease the Establishment.

All Instalments to be forfeited unless the subsequent payments called for by the Directors shall be made good.

The Affairs of the Company to be conducted by Eighteen Directors, with power to add to their numbers.

Every Shareholder having Five Shares to be entitled to One Vote; Ten Shares, Two Votes; Twenty Shares, Three Votes; Thirty Shares, Four Votes; Fifty Shares and upwards Five Votes.

The Directors and Auditors to be elected upon any future Vacancies by a majority of Votes at a General Meeting. No Candidate to be eligible unless holding Twenty Shares.

General Meetings to be held half-yearly, to receive a report from the Directors and to declare a division of the profits.

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A General Meeting of Shareholders may be called at any time by advertisement by the Board of Directors, and they shall call a General Meeting at any time when desired by a requisition in writing, signed by not less than Twelve Shareholders, each having Five or more Shares—such Meeting to be called in not less than Seven, nor more than Fourteen days after the receipt of the requisition by the Board of Directors.

The Funds and Property of the Company to be vested in Three Trustees.

The head offices of the Company were first established at 24 Crutched Friars; then at 71 Lombard Street; then at 55 Tower Street; and finally, the Company built their present offices at 15 Trinity Square, E.C., which they occupied in 1909.

Extract from the Minutes of a Meeting of the Board of Directors held at 15 *Trinity Square, London, E.C.* 3, *on Thursday the* 17*th June*, 1909.

"The Secretary called attention to the fact that this was the first Board Meeting held at the Company's new offices, 15 Trinity Square.

It was agreed to place on record that the offices were formally opened by The Right Honourable the Lord Mayor, Sir George Wyatt Truscott, on Tuesday, 8th June, after which the Lord Mayor and the following gentlemen: Messrs. Sir George R. Vyvyan, Alderman Sir John Knill, Bart., J. H. Tritton, R. Nivison,* Owen Phillips,† M.P., Captain H. B. Hooper (Vice-Chairman), D'Arcy M. Dawes, Lewis Levy (Directors), L. A. Martin, C. F. Leach, J. Duthie,

* Now Lord Glendyne. † Now Lord Kylsant.

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R. Cattarns, Varco Williams, J. F. S. Gooday, T. W. Bischoff, R. Lyle, J. G. Broodbank, J. P. C. Graves, C. E. Brightman, E. I'Anson, E. Haslehurst (the two last the Architects of the new building), J. Greenwood (Contractor), W. Currie, J. Caird, P. A. Molteno, M.P., F. J. Mirrielees, the Secretary, and several newspaper representatives, were entertained at lunch in the Board Room under the Presidency of the Chairman, Mr. Richard White."

THE CHAIRMEN OF THE GENERAL STEAM NAVIGATION COMPANY, LIMITED, 1824–1924.

W. J. Jolliffe heads the list of persons who joined the Company.

Matthias Attwood heads the first full list of Directors and is the first to be mentioned as taking the chair at a meeting.

Hylton Jolliffe, M.P., signed minutes of meeting 11th November, 1824, as Chairman, and presided at the first general meeting on 11th August, 1825.

Subsequent Chairmen.

At meeting	August	1828	P. V. Robinson
„ „	November	1828	Thomas Brockelbank
„ „	February	1831	Matthias Attwood
„ „	August	1832	J. G. Doran
„ „	November	1832	Thomas Benson
„ „	December	1832	Matthias Attwood retired from the Board and Matthias Wolverley Attwood was elected at the same meeting

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At meeting	February	1833	M. W. Attwood
„ „	February	1845	John Wilkin
„ „	January	1873	Benjamin Attwood
„ „	July	1874	Joseph H. Tritton
„ „	April	1893	Sir Stuart Hogg
„ „	February	1895	Sir James Lyle Mackay, K.C.I.E. (afterwards Viscount Inchcape, G.C.M.G., K.C.S.I., K.C.I.E.)
„ „	May	1897	J. B. Westray
„ „	May	1902	Richard White

THE SECRETARIES OF THE COMPANY.

1824 Charles Bessell	1874 Richard Cattarns, Jnr.
1838 John Wilson	1883 Charles H. Glyn
1849 Martin Pratt	1910 Willoughby K. John

THE MARINE SUPERINTENDENTS OF THE COMPANY.

1874 to 1898. Captain John Ellis.
1898 to present time. Captain Joseph Henry Wills.

NOTE: Prior to 1874 the Superintendent of the Deptford Yard discharged the duties of Marine Superintendent.

VOYAGES, CARGO, MILEAGE (YEAR 1913).

Number of voyages (excluding summer pleasure steamers)	1,653
Tons of cargo carried	1,350,759
Mileage traversed	1,232,184

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PORTS SERVED BY THE GENERAL STEAM NAVIGATION COMPANY, LIMITED, 1924.

London and :—

Leith	Rotterdam
Hull	Antwerp
Grimsby	Ostend
Great Yarmouth	Ghent
Lowestoft	Terneuzen
Norwich	Dunkirk
Southampton	Havre
Hamburg	Tonnay-Charente
Harlingen	Bordeaux
Amsterdam	Oporto

Southend, Margate, Ramsgate } In summer months

London, Middlesbrough, Newcastle-on-Tyne, Newport, Cardiff, Penzance, Newlyn and :—

Genoa	Palermo
Leghorn	Syracuse
Naples	Patras
Messina	Smyrna

The undermentioned trades have also been conducted in the past, and have from time to time been discontinued for various reasons:

London and :—

Berwick.	Dieppe.
Baltic.	Geestemunde.
Black Sea.	Harburg.
Calais.	

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Ipswich.
King's Lynn.
Stettin.
Sunderland.
Tonning.

Herne Bay.
Sheerness.
Thameshaven.
} In summer months.

Boulogne and Dover.
Brighton and Havre.
Leith and Hamburg.
Liverpool and Oporto.
Manchester and Rotterdam.
Manchester, Liverpool and West Coast of Africa.
Shoreham and Havre.

LIST OF STEAMSHIPS OF THE GENERAL STEAM NAVIGATION COMPANY, LIMITED, LOST DURING THE WAR, 1914-1918:

Auk
Adjutant
Balgownie
Drake
Fauvette
Gannet
Grive
Groningen
Halcyon
Heron
Hirondelle
Iris
Lapwing
Leeuwarden
Oriole
Ortolan
Peregrine
Philomel
Ptarmigan
Sheldrake
Starling
Teal
Vesuvio

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THE PAST AND PRESENT FLEET OF THE GENERAL STEAM NAVIGATION COMPANY, LIMITED.

The following is believed to be a complete list of the steamships owned by the Company since its foundation.

MATERIALS: W., wood; C., composite; I., iron; S., steel.

Date Acquired or Built.	*Name.*	*Material.*	*Propelled by.*	*Tonnage.*		*Dimensions: Length and Beam.*	*N.H.P.*
				Nett.	*Gross.*		
1824	CITY OF EDINBURGH	W.	Padd.	301	—	134′ 6 × 23′ 2	—
1824	BELFAST	W.	Padd.	110	204	114′ 7 × 18′ 2	—
1824	EAGLE	W.	Padd.	56	—	—	—
1824	ECLIPSE	W.	Padd.	—	88	104′ 0 × 16′ 9	70
1824	VENUS	W.	Padd.	—	185	129′ 5 × 21′ 1	—
1824	BROCKELBANK ...	W.	Padd.	111	—	108′ 0 × 20′ 0	—
1824	EARL OF LIVERPOOL	W.	Padd.	145	262	128′ 0 × 19′ 6	100
1824	JAMES WATT ...	W.	Padd.	291	462	143′ 0 × 23′ 6	150
1824	LORD MELVILLE ...	W.	Padd.	116	—	124′ 0 × 19′ 2	80
1824	ROYAL SOVEREIGN...	W.	Padd.	102	—	135′ 3 × 19′ 2	100
1824	SOHO...	W.	Padd.	242	433	150′ 5 × 17′ 8	200
1824	CITY OF LONDON ...	W.	Padd.	104	213	126′ 0 × 19′0	80
1824	HYLTON JOLLIFFE ...	W.	Padd.	—	174	127′ 5 × 22′ 5	—
1824	HERO	W.	Padd.	—	233	130′ 5 × 20′ 1	100
1824	VICTORY	W.	Padd.	—	160	—	40
1825	CAMILLA	W.	Padd.	—	173	117′ 6 × 16′ 2	60
1825	ATTWOOD	W.	Padd.	189	310	147′ 0 × 19′ 8	100
1825	PRINCE FREDERICK	W.	Padd.	156	—	—	—
1825	SUPERB	W.	Padd.	—	125	122′ 0 × 20′ 0	—
1825	TALBOT	W.	Padd.	—	97	103′ 5 × 20′ 0	—
1826	DUKE OF YORK ...	W.	Padd.	—	327	156′ 0 × 31′ 8	—
1826	MAGNET	W.	Padd.	—	166	139′ 1 × 21′ 2	150
1826	COLUMBINE	W.	Padd.	241	393	157′ 6 × 24′ 5	150
1826	GEORGE IV. ...	W.	Padd.	341	—	—	—
1826	HARLEQUIN... ...	W.	Padd.	185	315	138′ 1 × 22′ 4	140
1826	NOTTINGHAM ...	W.	Padd.	42	—	—	—
1826	SIR EDWARD BANKS	W.	Padd.	180	322	151′ 5 × 19′ 7	120
1826	WATERLOO	W.	Padd.	133	—	110′ 0 × 21′ 3	—
1828	RAMONA	W.	Padd.	178	356	148′ 8 × 22′ 0	100
1831	LONDON MERCHANT	W.	Padd.	306	—	174′ 5 × 23′ 5	200
1834	CITY OF HAMBURG	W.	Padd.	338	518	160′ 5 × 23′ 8	140
1834	FAME	W.	Padd.	172	294	150′ 1 × 21′ 2	120
1834	PERTH	W.	Padd.	375	595	167′ 2 × 27′ 6	240
1835	JOHN BULL... ...	W.	Padd.	345	591	164′ 9 × 25′ 8	200
1835	BRITANNIA	W.	Padd.	219	—	136′ 5 × 24′ 2	160
1835	RAPID	W.	Padd.	233	—	148′ 0 × 21′ 8	150
1835	JUPITER	W.	Padd.	288	—	158′ 2 × 25′ 0	200

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Date Acquired or Built.	Name.	Material.	Propelled by.	Tonnage.		Dimensions: Length and Beam.	N.H.P.
				Nett.	Gross.		
*1836	CALEDONIA	W.	Padd.	423	706	178′ 0×26′ 9	220
*1836	WILLIAM JOLIFFE ...	W.	Padd.	197	311	145′ 0×22′ 3	100
*1836	ALBION	W.	Padd.	166	—	131′ 8×20′ 8	100
*1836	MONARCH	W.	Padd.	516	—	204′ 0×30′ 0	220
*1836	MOUNTAINEER ...	W.	Padd.	—	—	—	—
*1836	DART	W.	Padd.	145	247	129′ 7×20′ 3	120
*1836	MENAI	W.	Padd.	136	263	128′ 5×18′ 9	120
*1836	TOURIST	W.	Padd.	112	257	136′ 0×20′ 4	100
1837	CLARENCE	W.	Padd.	426	760	178′ 0×27′ 0	240
1837	COUNTESS OF LONSDALE	W.	Padd.	398	677	174′ 0×24′ 7	200
1837	GIRAFFE	W.	Padd.	232	410	142′ 0×22′ 8	120
1837	OCEAN	W.	Padd.	276	464	179′ 0×23′ 2	160
1837	NEPTUNE	W.	Padd.	364	599	171′ 0×24′ 8	200
1837	LEITH	W.	Padd.	568	907	181′ 0×26′ 8	—
1838	RAINBOW	I.	Padd.	263	407	185′ 0×24′ 2	160
1839	SIR WILLIAM WALLACE	W.	Padd.	102	—	128′ 7×18′ 0	120
1841	WATERWITCH ...	W.	Padd.	276	481	156′ 5×22′ 3	180
1841	VIVID	W.	Padd.	228	428	156′ 9×22′ 0	180
1841	MERCURY	W.	Padd.	202	252	143′ 6×21′ 0	—
1841	WILBERFORCE ...	W.	Padd.	344	610	169′ 4×23′ 6	280
1842	PRINCESS ROYAL ...	W.	Padd.	494	748	177′ 7×25′ 4	200
1842	TRIDENT	W.	Padd.	645	971	192′ 7×28′ 7	280
1843	VENEZUELA	W.	Padd.	202	308	133′ 9×18′ 4	—
1844	LITTLE WESTERN ...	C.	Padd.	292	431	198′ 0×25′ 5	180
1844	MAGICIAN	I.	Padd.	96	175	146′ 9×20′ 0	110
1845	TRITON	I.	Padd.	204	357	163′ 0×23′ 4	120
1846	STAR	W.	Padd.	167	231	159′ 0×19′ 4	120
1847	LION	I.	Padd.	476	667	217′ 0×27′ 9	250
1848	ALBION	I.	Padd.	237	362	174′ 0×23′ 2	—
1849	PRINCE OF WALES ...	I.	Padd.	139	246	180′ 0×21′ 0	—
1849	SEINE	I.	Padd.	262	391	175′ 0×23′ 3	120
1849	ROYAL WILLIAM ...	—	Padd.	210	325	163′ 8×20′ 2	—
1850	RHINE	I.	Padd.	378	547	192′ 2×25′ 8	140
1850	TIGER	W.	Padd.	379	604	162′ 0×25 ′6	242
1850	MONARCH	—	Padd.	516	872	204′ 0×30′ 0	—
1851	CONCORDIA	I.	Padd.	327	467	179′ 7×23′ 3	136
1851	PANTHER	I.	Padd.	295	425	180′ 5×23′ 5	136
1852	RAVENSBOURNE ...	I.	Padd.	402	606	193′ 0×26′ 3	200
1852	MOSELLE	I.	Padd.	407	574	198′ 5×25′ 5	150
1853	EDINBURGH ...	W.	Padd.	482	741	178′ 7×30′ 7	—
1853	DENMARK	W.	Padd.	331	501	164′ 0×22′ 3	180
1853	HOLLAND	W.	Padd.	—	241	—	180

* These steamships were probably owned by the Company prior to 1836.

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Date Acquired or Built.	Name.	Material.	Propelled by.	Tonnage.		Dimensions: Length and Beam.	N.H.P.
				Nett.	Gross.		
1853	Topaz	W.	Padd.	91	141	145′ 5×15′ 7	—
1853	Hanover	W.	Padd.	325	519	168′ 0×22′ 0	—
1853	Newcastle... ...	—	Padd.	278	447	159′ 0×20′ 7	—
1853	Belgium	W.	Padd.	310	457	161′ 8×26′ 3	180
1854	Dragon	I.	Scr.	442	535	162′ 5×26′ 5	70
1854	Ruby	W.	Padd.	169	243	151′ 8×15′ 7	100
1854	Sapphire	I.	Padd.	173	238	172′ 0×17′ 5	100
1854	Pilot	I.	Scr.	394	522	180′ 8×26′ 9	80
1854	Pioneer	I.	Scr.	392	413	169′ 5×24′ 2	70
1855	Diamond	W.	Padd.	121	137	154′ 0×17′ 5	80
1855	Dolphin	I.	Padd.	394	626	197′ 0×28′ 0	180
1856	Eagle	I.	Padd.	204	325	200′ 0×24′ 0	130
1856	Leo	I.	Padd.	359	569	206′ 0×25′ 0	220
1856	Germania	I.	Scr.	428	630	208′ 0×28′ 0	100
1857	Bruiser	I.	Scr.	344	506	189′ 4×25′ 5	80
1858	Wansbeck	I.	Scr.	406	597	184′ 1×27′ 5	86
1858	Cologne	I.	Padd.	325	435	190′ 3×25′ 6	136
1859	Cosmopolitan ...	I.	Scr.	303	502	192′ 6×27′ 3	140
1859	Metropolitan ...	I.	Scr.	308	521	196′ 8×27′ 6	140
1860	Boreas	I.	Scr.	280	412	174′ 5×24′ 3	80
1860	Saxonia	I.	Scr.	243	358	162′ 4×24′ 3	80
1860	Harburg	—	—	—	—	—	—
1860	Leopard	I.	Scr.	254	374	172′ 1×24′ 0	80
1861	Berlin	I.	Padd.	487	740	226′ 5×28′ 0	420
1861	Era	I.	Scr.	411	566	201′ 5×24′ 1	90
1861	Elba	I.	Scr.	448	620	200′ 5×28′ 0	80
1861	Perth	W.	Padd.	375	595	167′ 2×27′ 6	240
1861	Arno	I.	Scr.	485	621	195′ 7×27′ 8	275
1861	Nora	I.	Scr.	294	432	177′ 6×26′ 3	100
1862	Chevy Chase ...	I.	Padd.	610	810	247′ 2×28′ 6	285
1862	Sir Walter Raleigh	I.	Padd.	150	239	168′ 5×20′ 6	100
1862	Vigilant	I.	Scr.	175	257	146′ 6×21′ 2	50
1862	Waterloo	I.	Padd.	324	514	220′ 1×29′ 8	240
1862	Velocity	I.	Scr.	176	259	146′ 5×21′ 1	50
1863	Earl of Aberdeen	I.	Padd.	611	820	215′ 3×28′ 1	380
1863	Hamburg	I.	Scr.	305	439	180′ 5×25′ 2	90
1863	Forth	I.	Scr.	311	401	178′ 0×24′ 3	80
1864	Heron	I.	Scr.	424	624	210′ 2×27′ 1	150
1864	Maas	I.	Padd.	551	692	234′ 9×27′ 2	180
1864	Mermaid	I.	Scr.	578	745	199′ 4×27′ 9	90
1864	Stork	I.	Scr.	561	781	229′ 7×29′ 0	200
1865	Alford	I.	Scr.	638	771	216′ 0×28′ 2	90
1865	Orion	I.	Padd.	659	777	236′ 8×27′ 2	200
1866	Benbow	I.	Scr.	578	739	203′ 0×29′ 1	120

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Date Acquired or Built.	*Name.*	*Material.*	*Propelled by.*	*Tonnage.*		*Dimensions: Length and Beam.*	*N.H.P.*
				Nett.	*Gross.*		
1866	EIDER	I.	Padd.	541	722	235′ 2×28′ 2	220
1866	OSTRICH	I.	Scr.	424	624	210′ 2×27′ 1	150
1866	FLORENCE	I.	Padd.	469	660	262′ 3×31′ 2	250
1866	TAURUS	I.	Padd.	621	838	247′ 0×32′ 1	250
1867	GRANTON	I.	Scr.	637	937	235′ 4×30′ 1	240
1867	HOLLANDIA ...	I.	Padd.	485	823	240′ 5×27′ 9	300
1868	HILDA	I.	Padd.	243	428	225′ 0×24′ 2	220
1869	LIBRA	I.	Scr.	617	1,030	250′ 0×30′ 1	250
1869	SCORPIO	I.	Scr.	661	885	221′ 0×28′ 2	120
1871	VIRGO	I.	Scr.	582	1,014	250′ 0×30′ 2	250
1872	RAINBOW	I.	Scr.	638	1,083	235′ 2×30′ 2	250
† 1872	IRIS	I.	Scr.	659	1,033	235′ 0×30′ 0	200
1873	HOBOKEN	I.	Padd.	180	413	222′ 4×22′ 9	200
1874	CAPULET	I.	Scr.	202	336	151′ 1×22′ 1	55
1874	NAUTILUS	I.	Scr.	467	718	199′ 5×28′ 0	95
1874	THE PRINCESS ...	I.	Scr.	320	510	176′ 3×23′ 0	70
1875	ATLAS	I.	Padd.	13	46	69′ 6×13′ 9	32
1875	CONDOR	I.	Scr.	434	682	189′ 6×26′ 5	80
1875	CURLEW	I.	Scr.	463	630	188′ 5×26′ 5	80
1875	MARTIN	I.	Scr.	617	959	230′ 0×29′ 5	160
1875	MERLIN	I.	Scr.	409	643	189′ 3×26′ 1	75
1875	PLOVER	I.	Scr.	601	949	231′ 8×29′ 2	110
1875	SWALLOW	I.	Padd.	360	625	200′ 5×27′ 2	160
1875	SWIFT	I.	Padd.	363	627	200′ 5×27′ 2	162
1875	TERN	I.	Scr.	609	959	229′ 5×29′ 2	110
1876	FALCON	I.	Scr.	389	649	200′ 0×27′ 2	130
1876	HAWK	I.	Scr.	375	648	200′ 2×27′ 4	140
1876	PENGUIN	I.	Scr.	582	906	238′ 4×29′ 8	220
1876	PETREL	I.	Scr.	540	841	216′ 3×28′ 3	99
† 1876	TEAL	I.	Scr.	413	764	220′ 1×28′ 5	135
1876	WIDGEON	I.	Scr.	384	725	219′ 5×28′ 6	160
1877	OSPREY	I.	Scr.	557	1,095	240′ 2×31′ 1	250
1878	KESTREL	I.	Scr.	586	960	230′ 1×29′ 2	155
1878	BITTERN	I.	Scr.	519	948	230′ 0×29′ 0	165
† 1879	GANNET	I.	Scr.	804	1,246	245′ 3×33′ 0	150
1879	LAPWING	I.	Scr.	786	1,215	235′ 9×32′ 0	160
1880	ARDANBHAN ...	I.	Scr.	718	1,132	235′ 5×31′ 5	98
1880	REDSTART	I.	Scr.	771	1,192	225′ 5×31′ 0	110
1882	DEAK (renamed SWAN)	S.	Scr.	778	1,231	243′ 4×32′ 5	120
1882	CORMORANT ...	I.	Scr.	709	927	195′ 0×30′ 1	95
1882	MALLARD	I.	Scr.	803	1,250	225′ 0×33′ 1	140
1883	CYGNET	S.	Scr.	712	1,156	250′ 0×37′ 1	210
1883	RAVEN	I.	Scr.	1,070	1,648	245′ 0×35′ 0	160

† Steamships lost during the War, 1914-1918.

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Date Acquired or Built.	*Name.*	*Material.*	*Propelled by.*	*Tonnage.*		*Dimensions: Length and Beam.*	*N.H.P.*
				Nett.	*Gross.*		
1884	SWIFT	I.	Scr.	344	667	210′ 0×28′ 4	177
1884	ALBATROSS... ...	S.	Scr.	937	1,450	250′ 0×37′ 2	184
1887	EGRET	S.	Scr.	464	723	190′ 6×27′ 7	98
1887	GREBE	S.	Scr.	513	814	210′ 0×30′ 1	120
1887	HALCYON	S.	Padd.	323	553	209′ 2×26′ 2	250
†1887	STARLING	S.	Scr.	504	791	210′ 0×30′ 1	120
1888	MAVIS	S.	Padd.	280	537	210′ 3×26′ 3	250
1888	ORIOLE	S.	Padd.	387	643	230′ 0×27′ 6	300
1888	SEAMEW	S.	Scr.	765	1,505	260′ 0×36′ 7	580
†1889	HERON	I.	Scr.	541	879	225′ 3×33′ 2	144
1889	LAVEROCK	S.	Padd.	284	470	210′ 2×26′ 2	240
1889	PHILOMEL	S.	Padd.	320	564	236′ 0×27′ 1	327
†1890	HIRONDELLE ...	S.	Scr.	817	1,607	268′ 0×37′ 5	371
1890	LINNET	S.	Scr.	1,118	1,770	260′ 0×36′ 7	162
†1891	PTARMIGAN ...	I. & S.	Scr.	475	780	220′ 0×30′ 6	121
†1892	PEREGRINE... ...	I.	Scr.	805	1,664	280′ 0×37′ 7	426
1892	SPARROW	S.	Scr.	188	395	145′ 3×23′ 1	75
†1893	ADJUTANT	S.	Scr.	1,533	2,392	290′ 5×39′ 6	225
1893	KELVINSIDE ...	S.	Scr.	88	219	120′ 0×20′ 1	50
1894	GUILLEMOT... ...	S.	Scr.	1,134	1,771	260′ 0×36′ 5	166
1898	EAGLE	S.	Padd.	271	647	265′ 0×30′ 1	316
1898	GULL (Tug) ...	S.	Scr.	1	55	69′ 0×16′ 4	60
†1898	SHELDRAKE ...	S.	Scr.	1,714	2,697	300′ 0×42′ 1	242
1899	PRESTON	I.	Scr.	1,327	2,099	275′ 4×37′ 2	201
†1899	AUK	I.	Scr.	642	1,055	230′ 0×31′ 6	144
†1900	VESUVIO	I.	Scr.	867	1,391	243′ 0×32′ 5	145
†1901	BALGOWNIE ...	I.	Scr.	640	1,061	235′ 1×30′ 1	126
1901	MERANNIO	I.	Scr.	563	939	216′ 0×31′ 2	99
1901	PEARL	S.	Scr.	73	191	110′ 8×19′ 1	30
1902	ALOUETTE	S.	T. Scr.	215	570	195′ 0×28′ 1	104
†1902	GRONINGEN ...	S.	Scr.	364	988	230′ 2×34′ 1	258
†1902	ORTOLAN	S.	Scr.	840	1,717	275′ 3×40′ 2	328
1903	BULLFINCH ...	S.	Scr.	89	246	118′ 7×23′ 2	50
1903	GOLDFINCH ...	S.	Scr.	89	246	118′ 7×23′ 2	50
†1903	LEEUWARDEN ...	S.	Scr.	374	990	230′ 3×34′ 1	258
1904	CRANE	S.	Scr.	1,295	2,033	270′ 5×38′ 2	257
1904	STORK	S.	Scr.	1,291	2,029	270′ 0×38′ 2	257
1905	JEANIE HOPE ...	I.	Scr.	65	104	83′ 4×17′ 6	17
†1905	GRIVE	S.	Scr.	1,048	2,037	291′ 4×41′ 1	353
1906	KINGFISHER ...	S.	3-Scr. T'bine.	328	982	275′ 0×32′ 1	399
1906	JEANIE HOPE (Tug)	S.	Scr.	—	—	—	—
1906	WOODCOCK... ...	S.	Scr.	744	1,673	260′ 0×39′ 1	428
1907	JENNY WREN (Tug)	S.	Scr.	—	—	—	—

† Steamships lost during the War, 1914-1918.

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Date Acquired or Built.	Name.	Material.	Propelled by.	Tonnage.		Dimensions: Length and Beam.	N.H.P.
				Nett.	Gross.		
† 1908	DRAKE	S.	Scr.	1,423	2,267	270′ 2×39′ 6	301
1909	GOLDEN EAGLE ...	S.	Padd.	435	793	275′ 7×32′ 1	455
1909	LAVEROCK	S.	Scr.	564	1,199	240′ 2×34′ 1	251
1910	CORNCRAKE ...	S.	Scr.	555	1,171	240′ 0×35′ 2	251
† 1911	LAPWING	S.	Scr.	495	1,192	245′ 3×34′ 6	348
1911	SWIFT	S.	Scr.	466	1,141	244′ 8×34′ 6	337
† 1912	FAUVETTE	S.	Scr.	1,216	2,644	315′ 0×43′ 9	534
1913	KINGFISHER ...	S.	Scr.	114	289	140′ 0×24′ 1	70
1914	JEANIE HOPE (Tug)	S.	Scr.	—	—	—	—
† 1914	ORIOLE	S.	Scr.	642	1,489	260′ 0×38′ 2	359
1914	RAVEN	S.	Scr.	660	1,337	250′ 2×37′ 7	266
1914	SEAMEW	S.	Scr.	656	1,332	250′ 0×37′ 5	266
† 1915	HALCYON	S.	Scr.	—	1,319	260′ 0×38′ 0	—
† 1916	PHILOMEL	S.	Scr.	—	3,050	312′ 0×45′ 0	—
1920	HERON	S.	Scr.	515	1,314	245′ 1×39′ 2	292
1920	STARLING	S.	Scr.	512	1,303	245′ 2×39′ 2	292
1920	PETREL	S.	Scr.	776	1,457	250′ 0×37′ 2	258
1920	LAPWING	S.	Scr.	748	1,449	250′ 6×37′ 1	273
1921	HALCYON	S.	Scr.	929	1,566	270′ 4×39′ 2	292
1921	PHILOMEL	S.	Scr.	928	1,563	270′ 4×39′ 2	292
1921	AUK	S.	Scr.	734	1,445	250′ 1×37′ 1	273
1921	GANNET	S.	Scr.	731	1,443	250′ 2×37′ 2	273
1921	TEAL	S.	Scr.	736	1,444	250′ 2×37′ 2	273
1921	IRIS	S.	Scr.	160	415	142′ 8×24′ 1	50
1921	BLACKCOCK ...	S.	Scr.	226	492	165′ 0×25′ 6	—
1921	MAVIS	S.	Scr.	225	500	142′ 0×26′ 0	—
1921	ORIOLE	S.	Scr.	217	488	160′ 0×25′ 0	—
1921	PTARMIGAN ...	S.	Scr.	204	499	160′ 0×25′ 0	—
1922	DRAKE	S.	Scr.	794	1,597	245′ 9×38′ 1	259
1922	GUILLEMOT ...	S.	Scr.	1,195	1,909	290′ 5×39′ 3	206
1922	SHELDRAKE ...	S.	Scr.	195	462	157′ 5×24′ 11	—
1923	ORTOLAN	S.	Scr.	202	489	160′ 1×25′ 2	65
1923	PERONNE	S.	Scr.	122	207	99′ 8×21′ 7	—
1923	PICARDY	S.	Scr.	133	320	130′ 0×23′ 2	—

† Steamships lost during the War, 1914-1918.

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